THE PITTSBURGH GAZETTE.

PUBLISHED BY NEVILLE B. CRAIG, NEAR THE SOUTH WEST CORNER OF THE DIAMOND——WEEKLY PAPER, TWO DOLLARS PER YEAR, IN ADVANCE——SEMI-WEEKLY PAPER, FOUR DOLLARS PER YEAR, IN ADVANCE——ADVERTISING ON REASONABLE TERMS.

VOLUME 48. TUESDAY MORNING, MAY 7, 1833. NUMBER 67.

New Stourbridge Glass Works.

J. ROBINSON & SON,

GRATEFUL for the very liberal patronage they have heretofore received, beg leave to inform their friends and the public, that they have considerably reduced the prices of their Glass.—They still continue to manufacture all kinds of

FLINT GLASS WARE,

AT THEIR OLD STAND,

No. 10, Corner of Ross and Second streets,

where all orders in their line will meet with immediate attention.

A large and general assortment will be kept constantly on hand. Orders can be filled at the shortest notice.

N. B. Terms will be found as low as at any other manufactory in the western country.

Pittsburgh, March 8.—tf.

Building Materials and Workmen WANTED.

PROPOSALS will be received, by the Commissioners of the Western Penitentiary, on or before Friday, the 5th inst., for supplying the following quantity and kinds of building materials.

BRICKS.

100 thousand good, hard, well burnt bricks.

STONE.

2 thousand perches of select building stone.

LIME.

5 thousand bushels of well wood burnt stone lime.

SAND.

20 thousand bushels of good, clean river sand.

LUMBER.

50 thousand feet inch measure of two inch white oak plank;

25 thousand feet inch measure 3 by 5 inch white oak scantling;

30 thousand feet, inch measure, of common white pine sap boards;

5 hundred common rafters, 27 feet long, 3 by 5 inches, of white pine or hemlock;

100 thousand common white pine shingles;

20 thousand common four feet plastering laths;

15 thousand feet, inch measure, of two inch common hemlock, or white pine plank.

CAST IRON.

240 thousand pounds of door jambs, sky lights, ventillators, breckets, water pipes, &c., as per patterns and drawings.

WROUGHT IRON.

200 plates of ¼ inch boiler iron, 2 by 5 feet; 20 tons of bar iron, as per bill of dimensions.

WORKMEN.

A few first rate bricklayers and masons are wanted, to whom good wages and constant employment will be given, on being found competent. Also, a Blacksmith, of ability and industry.

Any information may be obtained of the subscriber, at the Prison, or Exchange Hotel.

JOHN HAVILAND, Architect.

☞ The Mercury and Advocate will insert the above until forbidden. April 2—tf

JAMES IRWIN

HAS on hand, and offers for sale, on accommodating terms—

25,000 pounds BACON;
3,500 do. FEATHERS;
2,000 do. CAST STEEL;
500 do. CROWLEY STEEL;
700 do. ZINC;
4,000 do. LAMP BLACK;
4,000 do. COTTON YARN, No. 5 a 10;
500 do. CANDLEWICK;
35 barrels PITCH;
20 boxes Kv. Manufactured do.;
40 kegs do. do. do.;
20 barrels Prime PORK;
150 do. No. 2 and 3 MACKEREL;
30 tons LOG WOOD;
80 Salted HIDES;
200 Dry do.;
500,000 Kentucky SEGARS;
120 bundles BINDERS' BOARDS;
75 gross BONNET BOARDS;
200 reams WRITING PAPER.

Pittsburgh, Feb. 5—tf

TO LET.

A COMFORTABLE DWELLING HOUSE pleasantly situated on the south side of the Monongahela river, a few perches above the Bridge Apply to the subscriber.

FREDERICK BAUSMAN

may 11, 1832.—tf

TO BE LET.

THE *Centre Building* in the range of Four Story Brick Houses recently erected on Market street, between 4th street and the Diamond. Possession will be given on the first day of January. For terms, apply to the subscriber, or in his absence, to Mr. James B. Irwin.

WILLIAM W. IRWIN.

November 22, 1832.—tf

WANTED,

SOUTH Carolina and Michigan Paper Also, Foreign and American

GOLD, AND BANK OF ENGLAND NOTES

Six per cent. allowed on Special Deposits, Payable to Order, or return of Certificate. Apply to GEORGE A. COOK, *No. 68, Wood street, Pittsburgh.* Jan. 15, 1833.

DISSOLUTION OF PARTNERSHIP

THE Copartnership heretofore existing between ALFRED COCHRAN & JAS. IRWIN, trading under the title of Cochran & Irwin, is this day dissolved by mutual consent. The business of the firm will be settled by James Irwin.

ALFRED COCHRAN,
JAMES IRWIN.

Pittsburgh, Jan. 1, 1833. [Jan. 18—tf.]

FOR RENT,

A FIRST Rate Wagon Tavern Stand. Also, for Rent, several Business Stands, situated in the most public parts of the city. For terms, inquire of DAVID GREER,

Jan. 15, 1833. *Lumber Merchant.*

LEADEN PIPE.

I HAVE commenced the manufacture of LEADEN PIPE, and will furnish and lay the same, at the most reasonable rate. Any quantity required, warranted to be of the best quality, will be furnished at the shortest notice. JOHN SHERIFF.

Nov. 28, 1832.—tf.

Jefferson Foundry.

THE UNDERSIGNED most respectfully inform their friends and the public in general, that they have commenced the Iron Foundry Business, on the premises, Front street, (between Smithfield and Grant streets,) known as the Jefferson Foundry, where all orders will be received for Castings, Land or Boat Steam Engines, Machinery, &c., and will be executed with punctuality, and on the most reasonable terms.

SAM'L SMITH,
BENJ. MINIS.

may 4, 1832—tf

FOR SALE,

A VERY ELIGIBLE PIECE OF GROUND upon Market street, in the city of Pittsburgh, between Second and Third streets, now occupied by H. Ward, containing, in Front, on Market street, thirty-two, and extending back sixty feet.—For terms, inquire of JOHN HORNER.

Feb. 28, 1832.—tf

CITY DISPENSARY,

Physicians' Prescription, and FAMILY MEDICINE STORE.

S. E. corner of the Diamond and Market street, PITTSBURGH.

THE Subscribers respectfully inform the citizens of Pittsburgh and vicinity, that the above establishment is now in complete operation.

Physicians' Prescriptions and Family Medicines will be carefully prepared, and put up with accuracy and despatch, at all hours, day and night.

The subscribers flatter themselves, from their knowledge in the Prescription and Apothecary Business, that they will be enabled to render general satisfaction. Their medicines have been selected with great care, and will at all times be subject to the inspection of the Physicians of the city.

J. B. COCHRAN,
THOMAS MILLER.

Acting Partner of the late firm of Thompson & Miller.

N. B.—The Dispensary will be accessible on Sundays. March 15—tf

JOHNSTON & STOCKTON,

Booksellers, Printers, Book-Binders and Paper Manufacturers.

No. 37, Market Street, Pittsburgh

march 14.—tf.

JUST received, per Steam Boat Navarino, and for sale by JAMES IRWIN, corner of Market and Water streets:

100 barrels of Molasses
ALSO, IN STORE,
5 tons Scorched Salts.

March 15, 1833—tf

FAMILY FLOUR,

CONSTANTLY kept for sale by CASSAT, HUTCHISON & LEDLIE, No. 8, Market street.

March 8, 1833.

5000 LBS. COTTON YARN, No. 5 a 10;
600 lbs. Candlewick;
Carded Cotton;
Carpet Yarn and Coverlet Yarn.
Sattinet Warps

For sale by GEO. COCHRAN, of R'd,

January 29, 1833. No. 26 Wood street.

BARTRAM'S Hammered Spades and Shovels, warranted of a superior quality—also, Bartram's Prime Axes, Mattocks, Canal Picks, Hoes, Trace Chains, Log Chains, &c. For sale by H. MAC SHANE,

march 22, 1831.—tf Front street.

REMOVAL.

S. FAHNESTOCK & CO. have removed their Hardware Store to No. 56 Wood street, corner of Diamond alley.

Pittsburgh, January 25, 1833.—tf

THE Subscribers are now receiving from the Eastern Markets, and offer for sale

A large and well selected assortment of

GROCERIES,

To which they invite the attention of their friends.

Also, on hand, Five Tons Scorched Salts; 200 bushels Dried Apples.

DICKEY & CAROTHERS.

Dec. 21, 1832.—tf

30 CASKS superior Sugar-house Molasses;
400 Missouri Hides:
10 quarter Casks Malaga Wine;
20 hhds. N. O. Sugar;
50 boxes smoked Herring;
100 do. Cincinnati Soap;

Received by late arrivals, and for sale by H. MAC SHANE,

Feb. 14.—tf. 76 Front street.

WANTED,

A FEW THOUSAND SOVEREIGNS—Also, 500 pounds in Bank of England Notes. Every description of Bank Note Paper discounted at low rates. Certificates issued on Special Deposits, bearing interest from date. Sums not received less than 100 dollars, nor for a less period than 30 days, or longer than one year.

GEORGE A. COOK,
Exchange Broker, No. 68 Wood street, Pittsburgh.

February 26.

FOR RENT.

THE Dwelling House lately occupied by O. Ormsby, Esq., deceased, in St. Clair township, nearly opposite Pittsburgh, together with the buildings and gardens appurtenant. Possession will be given immediately.

Also—A Commodious Dwelling House, on the south side of the Monongahela river, above Birmingham, belonging to the Estate of O. Ormsby; together with sufficient ground for a Garden, on which there are a number of excellent fruit trees.

Apply to

CHARLES S. BRADFORD, *or*
HENRY M. WATTS.

Dec. 25—tf

For Sale,

DRAFTS on Wheeling, Cincinnati, and Louisville, at par, payable at sight.

GEORGE A. COOK,
Exchange Broker, No. 48, Wood street,

Pittsburgh. March 12.

CARPETING.

THE Subscriber has just received his Spring supply, among which are,

3 *ply Imperials,* | *Brussels,*
Scotch Ingrain, | *Royal Damask.*
Eng. Kidderminster do. | 5-8 3-4 & 4-4 *Venitians*

FLOOR CLOTH BAIZES, Fig'd and Plain.

Tufted, Imperial, Brussels, and Wilton

HEARTH RUGS.

PIANO, TABLE, AND STAND COVERS.

Floor Oil Cloths.

ALL WIDTHS, of Various Patterns; Hemp, Manilla, and Sea Grass Door Mats; Flat and round Stair Rods, &c. &c.

A. M'FADDEN,

No. 17, corner of Front and Market streets.

N. B. A supply of *Curled Hair MATTRASSES* constantly on hand, or made to order.

April 9—tf A. M'F.

COOK'S REGISTER *and Lottery and Exchange Telegraph* is published semi-monthly, at one dollar per annum.

Contents—Bank Note Table of the Rates of Exchange at Pittsburgh; a copious description of the altered and counterfeit Bank Notes that are in circulation in the west; a list of Broken Banks; prices of Gold, Stocks, &c. Subscriptions received at GEORGE A. COOK'S Lottery and Exchange Office, No. 68 Wood street, Pittsburgh.

October 21, 1831.—tf

S. J. SYLVESTER,

Publisher, Bookseller, and Stationer,

HAS removed his Store from the corner of Wood and Fourth streets, to the stand of Messrs. Holdship & Son, on the corner of Wood and Third streets, where he will keep on hand an extensive assortment of

Books and Stationery,

Writing and Printing Paper, Wall and Wrapping Paper—together with every article in his line, Wholesale and Retail, on accommodating terms.

April 2, 1833.

HERBS.

AN assortment of carefully dried Medicinal and Culinary Herbs; put up in the neatest manner by the Shakers, among which are Lemon Balm, Hoarhound, Catnep, Peppermint, Spearmint, Pennyroyal, Rue, Sage, Tanzey, Summer Savory, Thoroughmost Hyssop, Sweet Marjorum, Wormwood, Digitalis, Lobelia, Inflata, Slippery Elm Bark, &c. &c. Just received and for sale by

H. P. SCHWARTZ & Co.,
Corner of Fifth and Market streets.

April 23—tf

CO-PARTNERSHIP.

THE Subscribers, having associated themselves together, under the firm of

Darlington & Peebles.

(Late B. Darlington) as Wholesale Dealers in FOREIGN & DOMESTIC HARDWARE,

No. 51 Market, between 3d & 4th streets,

Where they now have, and are receiving a general and splendid assortment of Cutlery, Plated and Tinned Saddlery, Plated Castors, do. Candle Sticks, Waiters, Snuffers and Trays, Shovels and Tongs, Astral, Stand, and Hanging Lamps, Hair Cloth for Sofas; together with all kinds of Birmingham goods, viz: Anvils, Vices, Steel, Mill & Cross Cut Saws, Shovels, Spades, and Axes. All which they offer on the most accommodating terms. Merchants and others are invited to call and examine.

ALSO,

A well selected assortment of Edge Tools, BENCH AND MOULDING PLANES.

B. DARLINGTON.
ROBERT H. PEEBLES.

N. B. All those that are indebted to B. Darlington, either by Note or Book Account, will please call and settle, with as little delay as possible, and those having claims will present them for settlement.

B. DARLINGTON.

Nov. 20, 1832.—tf.

GEO. W. CARPENTER'S

COMPOUND FLUID EXTRACT OF SARSAPARILLA.

A Valuable Remedy for Syphilis, Mercurial, and Scrophulous Diseases.

TWO Table Spoons full of the Fluid Extract, added to fifteen ounces of Simple Syrup, immediately produces a mixture similar to a pound of the Compound Syrup of Sarsaparilla, and the same quantity added to fifteen ounces of water, instantly forms a mixture equivalent to a pint of Lisbon Diet Drink.

ALSO,

GEORGE W. CARPENTER'S

Compound Fluid Extract of Buchu,

For Diseases of the Bladder, Chronic Gonorrhoea, and Gleets of long standing.

For Sale at H. P. SCHWARTZ & CO's Drug Store, No. 42 Market street.

December 4, 1832.—tf

Just Received, and on hand,

HAVANNA and Rio Coffee; Gunpowder, Imperial, Young Hyson, and Souchong Teas; Loaf, Lump, and N. O. Sugar and Molasses; Champagne, and Cogniac Brandy; Jamaica, St. Croix, and New Orleans Rum; Holland Gin, (hour glass brand;) Madeira, Port, Lisbon, Teneriffe, Sicily, Malaga, and Marseilles and Bourdeaux Claret Wines, warranted pure; best Sperm Candles, & Winter Strained Oil; Fresh Salad Oil; Castile, Shaving, Boston, Palm and Rosin Soap; Almonds; bunch and bloom Raisins; Raisins in kegs; Fresh Mackerel, No. 2, Pepper, Alspice, Cinnamon, &c. &c.; Spanish Indigo, Fustic, Campeachy Logwood, Camwood, Blue Vitriol, Saltpetre, Epsom Salts, Alum, Copperas, Chalk, &c. &c.

Corks, Sap Sago Cheese, Phila. Glue, Starch, and Richmond and Pittsburgh manufactured Tobacco, well assorted; together with Salt, Iron, Nails, Paper, Ropes, &c.

Comprising, together, a lot of goods selected with the utmost care, and which are recommended with confidence. For sale on accomodating terms.

HENRY F. SCHWEPPE,
Corner St. Clair & Penn Sts.

N. B. Expected to receive shortly, White Havanna Sugar; 30 bbls. Tanners' Oil, from Boston.

April 9, 1833—2m

A. LAMONT & Co's Patent Vices:
Fullers' Screws:
Timber Wheel, do.:
Mill, do.:
Mill Spindles:
Blanchard's Cast Steel Corn & Grass Scythes:
Do. German do. do.
Thompson's Sickles—on hand and for sale by

JAMES IRWIN,
Corner of Market & Water sts.

March 29—tf

OLD WINES AND LIQUORS.

WE have made several late importations of these articles, and now offer—

Champagne, of every variety of brands, in pint and quart bottles;
Madeira, do. do., up to $8 per gal. and $72 per dozen;
Pale, Brown, and Gold Sherry;
Malmsey Madeira, old and very rich;
Sercial do. do. do.;
Port, Burgundy, and Claret;
Johannisberger, Markebronner, Hockheimer, Leibfromilch, &c.;
Champagne, Cogniac, and Premium Brandy, up to $8 per gallon;
Cologne Gin, in stone jars, (very superior;)
Old Holland Gin, Jamaica Spirits, &c.;

☞ Tavern keepers and others are informed that, in addition to these *Superior Wines and Liquors* offered them, we have, for common uses, all kinds, at less prices.

Ladies' Wines, and Cordials.

White Constantia, Marichine, Fentignac, with all varieties, sweet and mild.

CASSAT, HUTCHISON & LEDLIE.

March 8.—2m.

FRESH SPRING GOODS,

NO. 108 MARKET STREET.

WE invite the attention of buyers to our fresh stock of DRY GOODS, recently purchased in the eastern cities, upon the most advantageous terms, and among which will be found many desirable articles—all of which will be sold at a small advance on the original cost.

J. SHEA & Co.

N. B.—Persons who know themselves indebted to the subscribers for a longer period than six months, will please call and settle their respective accounts, previous to the 20th May next; and those having claims, will present them for settlement.

April 12—tf J. S. & Co.

FOR SALE.

THE subscriber offers, at Private Sale, the Mansion House at the corner of Fifth and Wood streets, now occupied by Benj. Weaver, as a Hotel, together with all the vacant ground attached. As this property, and long established stand is pretty generally known to the public, it is unnecessary to give a further description of it, as those who would wish to purchase, will examine for themselves—the terms will be easy, as only part of the money will be required in hand. For further particulars, apply to

BENJ. DARLINGTON,

April 23—tf No. 51 Market street.

VALUABLE REAL ESTATE

FOR SALE—Within the city of Pittsburgh; some of the property is improved, and some unimproved. Inquire of

B. DARLINGTON,

March 19, 1833. No. 54, Market st.

NEW SPRING GOODS.

S. P. CHURCH & Co.

NO. 83 MARKET STREET,

HAVE just received, from New York and Philadelphia—

French and English Painted Muslins, of the latest Fashions;
do do Cambric Ginghams, do do
Hernani, Blonde Gauze, Merlin, Crape, Lachine, and other Fancy Hdkfs;
Figured and Plain Gros de Naples, Gros de Swiss, Italian Lustrings;
Superior Pongee, for Ladies' Habits;
Super. Figured 4-4 Bobbinet Lace;
do do Swiss Muslins;
Splendid Painted Book Muslins, new style—for Dresses;
Green and White Blonde Gauze Veils;
Green Worst Barrege; Gauze, Cap and Bonnet Ribbons;
Bead Bags, Guards, and Purses;
400 Bunches of Seed and Cut Garnet Beads, for working Guards, &c.; comprising a greater variety than we have ever before offered.

Summer Cloths, French Bombazines, Circassions, plain and striped Mole Skin, Drillings, Wt. Satin, Jean, &c.

ALSO,

Blue, Black, Brown, Mulberry, and Mixed BROAD CLOTHS,

With a general assortment of STAPLE DRY GOODS; all of which they offer for sale at the lowest market prices, for cash, or approved credit. Please call and examine, before making your purchases. April 19.—6w

PITTSBURGH AND COAL HILL

TURNPIKE ROAD.

PUBLIC NOTICE is hereby given that Books will be opened in the city of Pittsburgh, from 9 o'clock in the morning until five o'clock in the afternoon, on Monday, the 27th day of May next, at the house of H. BADGLEY, in the Diamond, to receive subscriptions for the stock of the Company, authorised by a late act of Assembly to be incorporated, under the name of "THE PRESIDENT, MANAGERS, and COMPANY of the PITTSBURGH and COAL HILL TURNPIKE ROAD," "for the purpose of making an artificial road from the city of Pittsburgh, to a point at or near the house of W. Arthurs, Esq. in the county of Allegheny." And the said books shall be kept open during the same hours, for the space of six successive days; during which time, one or more of the undersigned commissioners will attend.

Harmar Denny, Walter Forward,
William Hays, Aaron Hart,
W. W. Irwin, Wm. Porter,
Wm. Arthurs, James Brown,
John D. Davis, Andrew Bayne,
Robt. Watson. COMMISSIONERS.

Pittsburgh, April 22, 1833—1m

OFFICE OF THE ALLEGHENY BRIDGE COMPANY, April 3, 1833.

AN Election for a President and ten Managers, a Treasurer, and a Clerk of the Company, for erecting a Bridge over the Allegheny river, at Pittsburgh, will be held at the Toll House, on Monday, the 6th day of May next, to commence at 2 o'clock, P. M. JOHN SNYDER,

Clerk and Treasurer, pro tem.

April 5—1mo

VALUABLE LAW LIBRARY.

THE Gentlemen of the Bar are respectfully informed that we have lately received, on consignment, an extensive Law Library, among which are some very valuable Reports. We are instructed to sell the books at the lowest prices.

JOHN I. KAY & Co.,

44 Market street, opposite Bank of Pittsburgh.

April 19—tf

JOSEPH FISCHGENS & Co.

NEW RECTIFYING ESTABLISHMENT,

No. 4, GRAY'S ROW,

HAVE constantly on hand, and for sale—Alcohol, from Rectified Whiskey, Foreign and Domestic Brandy; Gin, Whiskey, Cordials of all descriptions; good cider; Vinegar by the barrel, or small; which, being manufactured by a person acquainted with the business, are presented as pure.

Pittsburgh, April 9, 1833—2m

LEWIS HUTCHISON,

HAVING associated HARVEY F. BOLLMAN with him in the Commission Business, it will in future be transacted at his Ware House, No. 92 Front and 44 Water street, under the firm of

Lewis Hutchison & Co.

Who intend keeping on hand a general assortment of Pittsburgh Manufactured Articles, for sale at the lowest market prices. Their warehouse being large with a convenient enclosed yard for the storage of Pig Metal, Blooms, &c., they solicit consignments of these articles, also every description of country produce. Liberal advances made on consignments.

Jan. 25, 1833.—3m.

Fitz-George—New Novel.

FITZ-GEORGE—a Novel: in 2 vols.

2. Tales of Military Life: by the Author of 'The Subaltern:' in 1 vol.

3. Lives and Exploits of Banditti and Robbers in all parts of the world. By C. Mac Farlane, new and complete Edition: in 2 vols.

4. Tales and Novels by Maria Edgeworth, volume 3.

5. Progress and Discovery on the more northern Coasts of America: by P. F. Tyther, Esq: No. 53 Family Library.

6. Lectures on Dramatic Art and Literature: by A. W. Schlegel: in 1 vol.

The above New Works are just received, and for sale by JOHN I. KAY & Co.,

44 Market street, opposite Bank of Pittsburgh.

April 16—4t

Compound Chlorine Tooth Wash.

THE Compound Chlorine Tooth Wash effectually cleanses the teeth and mouth, speedily removes all canker or soreness; likewise, the smell or taste from the use of tobacco, and all that is offensive in the breath; in fine, it preserves the teeth and mouth, in all respects, in a clean and healthy condition. For sale at

H. P. SCHWARTZ & Co's

Drug Store, Corner of Fifth and Market street.

NEW WORKS.

CONVERSATIONS on Religion, with Lord Byron and others—held in Cephalonia—a short time previous to his Lordship's death: 1 vol.

2. History of Spain and Portugal: vol. 4.

3. The Lady's Medical Guide; being a popular treatise on the Causes, Prevention, and Mode of Treatment of the Diseases to which Females are particularly subject—by the late Richard Reece, M. D.: 1 vol.

Just received and for sale by

JOHN I. KAY & Co.

Bookseller and Stationer, No. 44 Market st. opposite Bank of Pittsburgh. April 26.—3t.

Wanted,

SEVERAL Sums of Money on Mortgage, on good property in the City of Pittsburgh. Persons wishing to invest, will please apply to

GEORGE A. COOK,
Exchange Broker, Pittsburgh.

March 12, 1833.

TO RENT,

THE Splendid Store House, at present occupied by *S. J. Sylvester,* corner of Fourth and Wood streets. Possession given on 1st April. For terms, enquire of Dr. E. Hale, Allen Kramer, S. P. Darlington, or WM. ROBINSON.

January 29, 1833.—tf

THE WESTERN FEMALE COLLEGIATE INSTITUTE

UNDER the Superintendance of *William B. Lacey, D. D.*, is prepared for the reception of Pupils at any time.

The design of the Institute is to impart an accurate and thorough knowledge of all the solid and polite branches of female education; and, having engaged teachers of distinguished learning and accomplishments, the President hopes to fulfil the design.

The expense of board and tuition, in the Institute, will vary, according to the branches taught, from $120 to $200 per annum.

Of the qualifications of Dr. *Aikin*, who is employed as a teacher of the Natural Sciences, the learned and well known Prof. Eaton thus speaks: 'If you want a pretty good practical mathematician, one of the best botanists in America, an experimental chemist, of the first order, a very superior Geologist, Mineralogist, and Zoologist, you have him in Dr. *William Aikin.*'

For the practical results of the Institute, so far as time has afforded an opportunity for their development, Dr. Lacey respectfully refers to the following communication:

—

Mr. Craig—Permit us, sir, through your columns, to convey to the public an expression of the high gratification afforded by a recent visit to the 'Western Female Collegiate Institute,' under the charge of the Rev. William B. Lacey, and opened for the reception of pupils about six months ago.

We attended, on the 22d ult., the first examination of the Students, and deem it an act of justice to the learned and indefatigable gentleman at the head of the Institution, as well as important to western parents, that there should be given a public and responsible assurance of the high promise of this New Seminary.

The Young Ladies were examined in Rhetoric, Moral, Mental, and Natural Philosophy, Criticism, and Belles Lettres, Geography, and the use of the Globes, Arithmetic, the French Language, and other studies, essential to a polite and finished education. In all, and by all, great readiness and proficiency were exhibited. In the French Language, the peculiar advantage of learning its accent and idiom from a lady, who had herself acquired a knowledge of it in early youth, under the most favorable auspices, was evident from the accuracy and distinctness of the pronunciation of her pupils.

In mental improvement, every facility which deep acquirement and a most happy mode of imparting instruction can bestow, is here offered to the Student, and in the refined and winning elegancies of female deportment, an example is constantly presented, which cannot fail to attract, and impress itself lastingly upon those within its influence.

Indeed, we know of no advantage peculiarly desirable in an Institution of the kind, which this does not seem to possess.

Respectfully, sir, your most ob't serv'ts,

GEORGE UPTOLD, D. D.
EDWARD Y. BUCHANAN,
CHARLES SHALER,
T. B. DALLAS,
JAMES S. CRAFT,
O. METCALF,
J. K. M'NICKLE,
NATH'L RICHARDSON,
JOHN D. DAVIS,
WM. WADE.

March 12.—tf

H. HOLDSHIP & SON

HAVE removed their Wholesale Paper Ware House to No. 79, Third street, next door to their old stand.

☞ The highest price given for Rags, Tanners' Scraps, and Scutching Tow.

March 22.—tf.

LAMPS,

Opened, at the Carpet Warehouse,

NO. 17, MARKET STREET,

BRONZED ASTRAL LAMPS;
Suspending do do
1 and 2 Branch Mantel do do in setts;
Single Mantel do
2, 3, & 4 Branch, store & church do
Crane-neck, Pulpit do
Students' and Desk do
Pullies, Chains, Hooks, Balls, &c. &c.
With all sizes Lamp Wicks.

A. M'FADDEN.

April 9—tf

OFFICE for the purchase and sale of Gold, Silver, Notes, Bills of Exchange, Stocks, &c.: No. 68 WOOD STREET. Western, and every description of Bank Note Paper, purchased at a low rate of discount.

WANTED,

Doubloons, Sovereigns, Guineas, Napoleons, Thalers, Eagles, Louisd'ors, Bank of England Notes, at high premiums.

6 per cent. allowed on Special Deposits, in sums not less than $100, to remain 30 days or more. Drafts and Notes of hand collected.

GEO. A. COOK, Exchange Broker.

April 9, 1833.

J. S. PEYTON,

ATTORNEY AT LAW.

OFFICE on the South side of the Diamond, two doors west of Market street.

April 16—3t

REMOVAL.

Hoge & Wainwright

HAVE removed their Hardware Stores from No. 100 Wood, and 130 Liberty street, to No. 54 Wood street—at which place they intend keeping an extensive and well assorted stock of

Hardware, Cutlery, Whips, &c.

☞ The attention of the public, generally, is respectfully requested. April 12—2m

ANTI ANGULAR SYSTEM OF WRITING.

MR. WINTER, having acquired a knowledge of Mr. Smith's incomparably excellent system of Penmanship, having practised under him, and become well acquainted with his *method* of Instruction, and with the *manner* in which he has secured so much success in his beautiful and accomplished art, would now inform his numerous friends, and the citizens generally, that he intends to devote special attention to that important branch of Education.

Mr. W. has already introduced this system, with astonishing success, in his *Academy, in Smithfield street, between Fifth street and Diamond Alley,* where specimens of the great and rapid improvement of his Pupils may, at any time, be seen.

Private Classes for Ladies and Gentlemen will be attended to, at such time as shall be most convenient. On Monday next, the 22d inst., Mr. W. intends commencing an evening class, at 6 o'clock, P. M. The number will be limited. An early application is therefore necessary, for those who wish to attend.

Arithmetic, Book Keeping, Grammar, Composition, Geography, with the use of the Globes, &c., will continue to be taught in the above Academy, as usual. April 19.

Wall Paper and Velvet Borderings.

RECEIVED, this day, a large assortment—embracing the latest eastern patterns, some of which are very elegant—call and examine them, at S. J. SYLVESTER'S,

Corner of Third and Wood streets, late H. Holdship & Son. April 5.

Saddlers' Tacks and Sparables.

60 BOXES assorted sizes, received from the manufacturer, and for sale at *eastern prices,* by JAMES IRWIN.

Corner of Market and Water streets.

April 19, 1833—tf

TO PRINTERS.

JUST received, one Case of BLANK CARDS—assorted Numbers—for sale cheap by S. J. SYLVESTER, Corner of Wood and Third st's.

May 3, 1833.

H. HOLDSHIP & SON

HAVE removed their assortment of WALL PAPERS AND BORDERS, to their Paper Hangings Manufactory, on Ross street, near the Monongahela River, where purchasers will please call. March 22.—tf.

5000 Pounds PRIME SKIRTING LEATHER on hand, and for Sale by WALLACE, HOWE & Co.

February 26, 1833.—tf

PROPOSALS

For Publishing a Register and Directory of Pittsburgh and vicinity, including the Northern Liberties, Allegheny town, Kensington, Birmingham, and Lawrenceville—

CONTAINING a list of the Banks, Insurance and Chartered Companies, with the Names of their respective Officers, and all necessary information relative thereto; the Post Office Establishment, Rates of Postage on Letters and Newspapers, with the times of arrival and closing of all Mails received and made up in the City, in detail; the times and places of holding the Courts in the state of Pennsylvania; a Table exhibiting a detailed account of all Established Courts to be held in the city during the present year, with the names and residences of all officers belonging thereto; a list of City Officers, their places of business, &c.; names of Professional Gentlemen belonging to the Law, Medical, and Theological Departments, their places of residence, &c.; a summary account of the Western University, Theological, Female, and other Seminaries; and, in short, of all the various Institutions and Societies in the city and vicinity; a detailed account of the City Water Works; names of the President, Directors, &c. of the Turnpike and Bridge Companies; Officers of the Engine and Hose Companies, with the times of their stated Meetings; a summary account, or view, of the Manufacturing Establishments in the city and vicinity, including those for the manufacturing of Rolled Iron, Castings, Steel, Steam Engines, Nails, Farming Utensils, Glass, Cotton, Woollen, Paper, Flour, Salt, Leather, White Lead, Oil, Tobacco, &c.; a Table exhibiting, as nearly as may be, the amount of Imports and Exports for the year ending April 1st, 1833; a list of Steam Boats built in the city and vicinity since A. D. 1812, with the amount of Tonnage and Cost; names and location of all Public Buildings, Streets, Alleys, Lanes, and Roads; also, the names, respective occupations, places of business, and residences of all Heads of Families, Firms, and of all doing business in the city and vicinity, in correct Alphabetical Arrangement; with such other Statistical Information as may be likely to prove interesting and useful to the Public. Illustrated by a Copper Plate Engraving of a plan of the city.

As a work of this kind addresses itself so directly to the business part of the Community, the subscriber believes he may rely with confidence upon the liberal patronage of the Public.

CHARLES B. TAYLOR.

CONDITIONS.

The Work shall contain at least 200 duodecimo pages, printed and bound equal in every respect to the latest Philadelphia Directory, and delivered to subscribers as soon as possible after the 1st of May, at one dollar per copy, payable on delivery.

April 16.—3t

DISSOLUTION.

THE Partnership heretofore existing under the firm of GREENAWALT & COVER, Watch Makers & Jewelers, was dissolved, on the 1st instant, by mutual consent. The Notes, Books, and Accounts, are left with Wm. Greenawalt for collection. All persons having claims against the firm, will present them for settlement, and all persons indebted to said firm, will make payment to him without delay.

WM. GREENAWALT,
SAMUEL COVER.

WATCHES, JEWELRY, &c.

The subscriber respectfully informs his friends and the public, generally, that he has opened, opposite the Pittsburgh Hotel, in Wood street, where he offers for sale Watches, and Watch Trimmings, Jewelry, Silver Plated, and Brittania Ware, Silver and Common Spectacles, fine Pen Knives, a few superior Brass Eight Day Clocks, with a general assortment of Goods in his line.

WM. GREENAWALT.

N. B.—Watches and Clocks carefully repaired, and warranted. April 26, 1833.—3t.

A Second Hand Piano Forte FOR SALE LOW.

APPLY to the editor of the Pittsburgh Gazette. April 26, 1833—tf

REMOVAL.

H. P. SCHWARTZ & Co.

DRUGGISTS,

HAVE removed to the corner of Fifth and Market streets, where a general assortment of **Drugs, Medicines, Paints, Dyestuffs, &c.&c.** will be constantly kept on hand, and which they offer, wholesale or retail, on the most reasonable terms. April 23—tf

STONE'S Letters on Masonry and Anti-Masonry—Just received and for sale at S. J. SYLVESTER'S,

April 9. Corner of Wood and Third streets.

JOB PRINTING

EXECUTED, with neatness and despatch, at the Office of the PITTSBURGH GAZETTE. April 26

BATTALION ORDERS.

THE Seventh Battalion Allegheny county Volunteers, are ordered to assemble at the house of Mr. Thomas Coxes, in the village of Wilkinsburgh, on the 22d May next, at 10 o'clock, A. M., properly armed and equipped for training. Each member of the several Companies will furnish himself with 12 rounds Blank Cartridge.

The commissioned and staff officers of the above Battalion will meet at the house of Mr. J. Johnson, of said township and county, on Saturday, the 18th day of May, for the purpose of drilling.

THOS. WITHROW, Lieut. Col.

May 3—3t

SATIN BEAVER

HAT MANUFACTORY,

NO. 6 ST. CLAIR STREET,

PITTSBURGH.

WILSON & SMITH, from N. York,

RESPECTFULLY inform the citizens of Pittsburgh and the neighboring towns, that they have commenced the manufacture of the above beautiful and elegant article, so much admired and worn throughout Europe, and the principal cities in the United States.

W. & S. beg leave to observe, that, after various experiments, they have at last succeeded in bringing this Hat to the highest state of perfection, and they can assert, with confidence, that in point of color, lightness, elasticity, durability, and general beauty of appearance, they cannot be surpassed by the most expensive Hat that is made. Gentlemen are invited to call and examine them, and judge for themselves.

Wholesale Dealers supplied at the same prices as in the New York markets.

April 23—1y

DAMASK TABLE CLOTHS.

8-4 DOUBLE DAMASK;
6-4, 7-4, 8-4 Linen Diaper;
3-4 Fine Bird's Eye Damask;
Russian and German Linen Diaper;
11-4 Linen Sheeting; Oil Cloths;
Blue Cloth Table, and Piano Forte Covers.

A LARGE ASSORTMENT OF

Silk, Cotton, and Worsted Hosiery.

Super. Hoskin Gloves; and almost every article pertaining to the Toilet, in the way of Fancy Soaps, Brushes, Cologne, Lavender, Honey, and Florida Waters, Almond Paste, Pearl and Toilet Powders, Extracts, Bear's Oil, &c.

Just received, at 83 Market street, between 5th street and the Diamond, by

S. P. CHURCH & Co.

April 19, 1833.—3w

WOOL! WOOL!!

THE highest market price, in cash, will be paid for the various grades of Wool, washed on the Sheep's back, delivered at the Woollen Manufactory, in Economy.

FREDERICK RAPP.

Economy, April 29, 1833. [May 3.—3m.]

RECEIVED, ON CONSIGNMENT,

40 BBLS. best Tanners' Oil;

As also, a sample of Roebling's Manufactured Pittsburgh Glue—warranted in quality equal to any in the market, and will be put up to order.

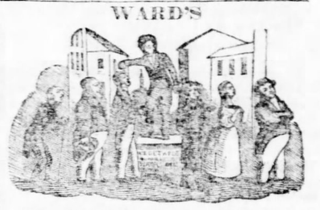
IN STORE,

20 bbls. Bank Oil;
20 do. Shore Oil—

Direct from Boston, and for sale, on very fair terms, by H. F. SCHWEPPE.

May 3, 1833.—2mo

WARD'S



VEGETABLE HAIR OIL.

IN all ages of the world, a beautiful head of hair has been considered the greatest ornament ever bestowed by nature upon the human frame, and indispensably necessary to the perfection of personal beauty. It is a very general complaint of young persons, that their hair is falling off, becoming dry, or unhealthy; this may be owing to the application of improper and injurious oils, or to the entire neglect of the hair. Without proper attention, diseases of the hair will arise, which are often found to occasion thinness, falling off, and frequently total baldness. For these evils, and the necessary inconveniences attending them, Ward's Vegetable Hair Oil will be found in all cases a sure remedy. Before offering this Oil to the public it had been tried in hundreds of cases of baldness, thinness and falling off of the hair, and in every instance its salutary effects have been realized to admiration. It has never failed to produce a new and beautiful growth of hair on

POETRY.

THE PILOT—BY T. H. BAILEY.

Oh, pilot! 'tis a fearful night,
There's danger on the deep,
I'll come and pace the deck with thee,
I dare not go to sleep.
Go down! the sailor cried, go down,
This is no place for thee;
Fear not! but trust in Providence,
Wherever thou may'st be.

Ah! pilot, dangers often met,
We all are apt to slight,
And thou hast known these raging waves
But to subdue their might:
It is not apathy, he cried,
That gives this strength to me;
Fear not! but trust in Providence,
Wherever thou may'st be.

On such a night the sea engulf'd
My father's lifeless form;
My only brother's boat went down
In just so wild a storm:
And such, perhaps, may be my fate,
But still I say to thee,
Fear not! but trust in Providence,
Wherever thou may'st be.

DIRGE.

She is gone to the land of the blest,
From her prison of sorrow and night;
She hath snatch'd Immortality's vest,
And mantled her spirit in light.
Eternity's harp in her hands,
The ministering angels have crown'd her;
By the throne blaze of Godhead she stands,
With a halo of glory around her!

She hath grappled and triumph'd o'er Death;
And rush'd through the caverns of gloom,
She hath drawn the unquenchable breath
That defies e'en the thunders of Doom!
She hath stretch'd forth her gossamer wings
O'er the azure of boundless repose,
And drank of the nectarine springs
Where the river of Paradise flows.

Then weep not, though thus she hath fled,
In the blossom of beauty and prime,
The flower is transplanted, not dead—
The sunshine of Heaven is her clime!
'Twere cruel to pray for her back,
Since her glorified soul is at rest;
Then weep not, but follow her track—
She is gone to the land of the Blest!

The muse of Moore has always shown a strong inclination for politics. To say nothing of the Corn Law Rhymes, and various other things professedly on political subjects, it is easy enough to detect political meanings and allusions even in his Irish Melodies and his Lallah Rookh. The following attack on the *Coercire Bill* is his latest, in this way, and it is no bad application of a well known story.

PADDY'S METAMORPHOSIS.

BY T. MOORE, ESQ.

About fifty years since, in the time of our daddies,
That plan was commenced which the wise now applaud,
Of shipping off Ireland's most turbulent Paddies,
As good raw material for *settlers* abroad.

Some West India island, whose name I forget
Was the region then chosen for this scheme so romantic,
And such the success the first colony met,
That a second, soon after, set sail o'er th' Atlantic.

Behold them now safe at the long looked for shore,
Sailing in between banks that the Shannon might greet,
And thinking of friends, whom but two years before,
They had sorrowed to lose, but would soon again meet.

And hark, from the shore, a glad welcome there came,
"Arrah, Paddy from Cork, is it you, my sweet boy?"
While Pat stood astonished to hear his own name
Thus hailed by black ——, who capered for joy!

Can it possibly be?—half amazement—half doubt,
Pat listened again—rubs his eyes, and looks steady;
Then heaves a deep sigh, and in horror yells out
"Father's blood! only think, black and curly already!"

Deceived by that well mimic'd brogue in his ears,
Pat read his own doom in those wool headed figures,
And thought—what a climate, in less than two years,
To turn a whole cargo of Pats into niggars!

MORAL.

'Tis thus—but alas, by a marvel more true
Than is told in this rival of Ovid's best stories,
Your Whigs, when in office a short year or two,
By a *lusus naturæ*, all turn into Tories.

And thus, when I hear them "strong measures" advise
Ere the seats that they sit on have time to get steady,
I say, while I listen with tears in my eyes,
"Father's blood! only think, black and curly already!"

MISCELLANEOUS.

From the Glasgow Journal.

CANALS AND RAIL ROADS COMPARED.

The writer gives a statement of the position of the carrying, coaching, and posting trade between Manchester and Liverpool, and London, and Birmingham. He then proceeds, with facts and arguments.

The rail way company take it for granted that the canals are unable to enter into competition with them for the turnpike road traffic, the coaching, posting, van, and wagon trade of which they expect to take from the road without dispute. They consider that the canal companies must stand merely on the defensive, until the rail way company, *having taken the road trade*, begin the attack, and that then the canal carriers and companies can only protect and preserve a part of their light goods' trade by a reduction of duties and charges, to compensate for the great rates of speed of the rail way conveyance.

It is in order to enable you to change entirely this position of parties that I now address you, and I expect to make it clearly evident, that instead of being obliged to defead their present trade, the canal companies and canal carriers may not only possess themselves of the whole van and wagon carrying trade now plying along the turnpike roads, but may obtain also a large portion of the *coaching or passenger trade*, and thus *meet the rail way* on what was expected to be *their undoubted and indisputable possession*.

I am aware, that at the present, you believe it to be impossible, that in case a canal of nearly the same length as the Liverpool and Manchester railway, could by any means be formed, connecting these towns, that it could take from the existing rail way any considerable portion of the passenger trade, and it is likely that any statement in opposition to this belief, will generally be received with ridicule. The fact, however, is, that *supposing such a canal to be formed and in operation, between Manchester and Liverpool, the rail way coaching trade could not stand for a single month in competition with canal passage boats;* and this is the case, in every canal where the proper means are adopted. For, however incredible it may appear, it is certain that canal passengers can be carried at a speed of ten miles an hour, with *a degree of ease, comfort, and safety*, such as *no other conveyance can give*, and at a charge (if required by competition) not much *more than a tenth of the cost of the rail way traveling*.

These facts, so different from the general belief, have only been completely ascertained during the course of the last two years. They are consequent on the detection, by practice or experience, of *two fallacies* which had been held out to the public, and received as undoubted truths.

The *first* of these fallacies was, that it was impossible to propel a boat, carrying any considerable number of passengers, along a canal at a high speed, without incurring an enormous expenditure of money and power, and without occasioning a wave or surge which would wash down the canal banks.

The *second* fallacy was promulgated by certain engineers connected with rail way projects, and is as follows, viz: that in proportion as the *speed on the rail way was increased*, the expense of conveyance *was diminished*, as the engines by doubling their speed could in the same time do double work.*

Now the first fallacy, viz. the alleged impossibility of moving at a great velocity through canals, and the certainty of the destruction of the canal banks by the swift passage of canal vessels, have been proved to exist in imagination only. A speed of ten miles an hour has for the last two years been maintained, in the carriage of passengers on one of the narrowest canals in Britain, *without raising a ripple on the banks*, even where the vessel carried upwards of one hundred passengers, *or as many as are carried in a train of coaches on the Liverpool and Manchester rail way.*

The *expense or cost* of obtaining *this speed*, is so trifling, that the *fares per mile are in these quick boats* just *one half* and *one third* of the *fares in the Liverpool rail way coaches*, while at these low fares the profits are such as to have induced the boat proprietors to quadruple the number of boats on the canal.

On the other hand, and in respect of the *second fallacy*, although it be true that the extraordinary velocities obtained on the Liverpool rail way have fully come up to the expectations of the projectors, yet the *expense* instead of being *diminished* (according to the dicta promulgated by the engineers) has been *enormously increased*, and have gone so far beyond all previous calculation, as to make it doubtful whether the rail way company will not ultimately find, that, agreeably to an Irish phrase, they have gained a loss.

It is sufficient here to say, that while the rail way was forming, and before it was opened, the entire expenses of a locomotive engine, working 312 days in the year, and doing three trips of thirty miles per day were stated, and indeed appeared to have been *demonstrated to be* £270 12s. 10d. or including a sum of £54 proposed to be laid aside every year for interest on capital invested, and replacement of engines employed, with allowance for spare engines, *a sum of* £324 12s. 10d. sterling; yet between errors in the calculation, and the effects of the quick speed, the bare cost of the above journies has been increased to nearly £2200 a year, and this large sum is the mere charge for fuel, repairs, and engineer's wages, without any allowance for *interest on capital* expended on the engines, or for their replacement.†

After making these statements, so contrary to general belief, it is proposed that I should proceed to show distinctly the truth of what I have stated.

Two years have not yet elapsed since the opening of the Liverpool and Manchester rail way, where the first experiments were made as to the effect of *high velocity of railway conveyance*. At this very period, certain experimental boats were built for the purpose, and in the expectation of obtaining *an increased speed in the conveyance of passengers on the Ardrossan*, or as it is more generally called, *the Paisley canal*. These two experiments, as regards high velocities on railways and canals, were therefore begun and continued during the same period. The actual result of these experiments I shall now state.

As respects canals, the experiments of great velocity have been tried and proved *on the narrowest, shallowest, and most curved canal in Scotland*, viz: the Ardrossan or Paisley canal, connecting the city of Glasgow, with the town of Paisley and the village of Johnstone, a distance of twelve miles. The result has disproved every previous theory as to the difficulty and expense of attaining great velocities on canals; and as to the danger or damage to the banks of canals by great velocity in moving vessels along them.

The ordinary speed for the conveyance of passengers on the Ardrossan canal, has, for nearly two years, been from nine to ten miles an hour, and although there are fourteen journies along the canal per day, at this rapid speed, the banks of the canal have sustained no injury, indeed injury is impossible, as there is no surge. The boats are formed seventy feet in length, about five feet six inches broad, and, but for the extreme narrowness of the canal, might be made broader, they carry easily from seventy to eighty passengers, and when required, can, and have carried upwards of 110 passengers. The entire cost of a boat and fittings up is about £125. The hulls are formed of light iron plates and ribs, and the covering is of wood and light oiled cloth. They are more airy, light, and comfortable than any coach; they permit the passengers to move about from the outer to the inner cabin, and the fares per mile are *one penny* in the *first*, and *three farthings in the second cabin*. The *passengers are all carried under cover*, having the privilege also of an uncovered space. These boats are drawn by two horses (the prices of which may be from 50 to £60 per pair) in stages of 4 miles in length, which are done in from 22 to 25 minutes, including stoppages to let out and take in passengers, each set of horses doing three or four stages alternately each day. In fact, the boats are drawn through this narrow and shallow canal, at a velocity which many celebrated engineers *had demonstrated, and which the public believed to be impossible.*‡

*The last scientific work I am aware of, in which, these fallacies, propositions, or data, are demonstrated to be true, is Mr. Woods, of Killingsworth, book on rail ways. This book was republished about 6 months after the Liverpool rail way was opened; and it is there demonstrated that it would take upwards *of seventy horses to do on a canal* what *is now actually done every day on the Paisley canal, by two horses.* while it is in like manner demonstrated that the conveyance on the Liverpool rail way was costing *one ninth of the amount which, at the end of the year, it was found to have done.*

†Previous to the opening of the Liverpool rail way, Messrs. Stephenson and Lock, engineers on the rail way, judging from various trials and experiments, made on the rail way, calculated the expense of an engine doing 936 trips yearly, or three trips per day, at the rate of 15 miles per hour, dragging a dead weight of about 30 tons, as equal to £324 12s. 10d. including in this sum £54, laid aside each year for replacement of engine and interest on cost;—or the cost of the motive power of each trip was calculated by them at a sum something under six shillings and sixpence.

It does not appear by the Liverpool and Manchester rail way reports, what number of engines they had in employment during the year 1831, but this is of little importance, as the number of 30 mile, trips performed by these engines, is specially stated, with the cost of these trips, and this cost includes *merely the price of coke consumed, the cost of repairs, and enginemen's wages, without any allowance whatever for interest of capital or replacement of the machines themselves.* Now, the exact number of 30 mile trips made by the Liverpool rail way engines in the last 6 months of the year 1831, was 5,392, of which 2,944 were with coaches and passengers, the gross weight dragged not exceeding 14 tons. The expense or cost of these 5,392 trips, for coke, wages, and repairs alone (allowing nothing for replacement) was £12,203 5s. 6d. or a little above £2 5s. 3d. per trip; or the bare cost of an engine doing 936 trips was £2,107 15s. instead of £270 12s 10d.

†The Paisley canal passage boats are formed very much like the common race gig. This form was suggested by William Huston, Esq. of Johnstone, who made an experiment with a common race gig boat, in spring, 1830. He found that, with a single horse, this boat with twelve men on board, could be drawn through the Paisley canal at the rate of 12 miles per hour. The first boat for passengers, built in consequence of this experiment, was made of wood, and the only difficulty in her management, was the labor to the horses in carrying her round the curves in the canal. This difficulty, at Mr. Huston's suggestion, was removed by doing away with the dead wood behind, and attaching a deep midships keel. By this alteration, the boats steer most beautifully, and the labor of the horses at the curves is made quite easy. The hulls of all the boats since the first, have been made of iron, the plates of a 16th wire guage. This makes them very light, and much stronger than a wooden boat, and two years' trial has shown their perfect safety, in spite of all the doubts and objections started, when I first proposed their use. The plans of the boats were made out by Mr. John Wood, shipbuilder, Port Glasgow. Description, however, will not do; let parties wishing information as to these boats, come and see their performance.

The entire amount of the whole expenses of attendants and horses, and of running one of these boats four trips of twelve miles each, (the length of the canal) or forty eight miles daily, including interest on the capital, and twenty per cent laid aside annually for the replacement of the boats, or loss on the capital therein invested, and a considerable sum laid aside for accidents and replacement of the horses, is £700 some odd shillings, or taking the number of working days to be 312 annually, something under £2 4. 4d. per day, or about 11d. per mile. The actual cost of carrying from 80 to 100 persons a distance of 30 miles (the length of the Liverpool railway) at a velocity of nearly ten miles an hour, on the Paisley canal, one of the most curved, narrow, and shallow canals in Britain, is therefore just £1 7s. 6d. sterling. Such are the facts, and incredible as they may appear, they are facts which no one who inquires, can possibly doubt.*

As respects *rail ways*, the *experiment of high velocities* has been made, and the *result ascertained*, on the *best finished*, and *finest line of rail way in Britain*, connecting the two great towns of Liverpool and Manchester, without a single curve from end to end, and with only two short ascents.

The result of this experiment on the Liverpool rail way, has been somewhat different from that on the Ardrossan canal. On the rail way, indeed, the expected velocity has been fully attained, and the calculations of the engineer, in this respect, satisfactorily demonstrated as possible and correct; but unluckily one very important matter had not been admitted into the calculation, or rather had not been supposed to exist, viz: the probability, or rather certainty, of a great increase of expense, consequent on increased speed. The geometrical ratio of increased resistance on increasing the speed on canals, has been transferred to the increase of expense on increasing the speed on rail ways, with this addition, that the increase of expense affects not merely the moving power, or locomotive engines, but the coaches, wagons, and road way. The ordinary speed of conveyance on the Liverpool rail way, is from ten to twenty miles an hour, and depends much on the weather and the weight dragged. The rail way engine with its tender for carrying coke and water, costs about £1000 and drags after it a train of eight coaches, the cost of each of which, if the same as in the estimate for the London and Birmingham rail way, should be £200, or a train of first class coaches, with accompanying engine and tender, cost £2600. The coaches accommodate one hundred and twenty passengers. There are other coaches, and also uncovered wagons, which travel at an inferior speed, and which will cost less. The fares are various; seven shillings, or nearly three pence per mile; for each passenger, in the best coaches, and five shillings, or two pence per mile, for each passenger in the common coaches, of what is called the "first train," being just double and triple the Paisley boat fare: and four shillings in the coaches, and three shillings and six pence in the uncovered wagons of what is called the "second train," which move at a lower velocity. The lowest rail way fare to the traveler is therefore three half pence per mile, in an open, uncovered wagon, moving at an inferior speed, exposed to wind and rain, and the steam and smoke of the engine—or double the fare on the Paisley canal, for being carried in a comfortable cabin under cover.

The exact cost of running the rail way Coaches cannot well be made out, as the expenditure is so blended in the Railway accounts with other matters, that it is difficult to separate the appropriate items. The bare cost of fuel, repairs, and engine men's wages, however, on each 30 mile trip of a locomotive engine amounts as appears by the Liverpool and Manchester Railway accounts, to a sum of £2 5s. 6d.† while the cost of repairs and attendance alone on each train of coaches going a thirty mile trip is £1 8s. 7½d.‡ Or the *outlay* on these two items of expenditure *alone costs* 2s. 5½d. *per mile*, or nearly *triple the entire cost of running a Paisley Canal boat a like distance.* If the other items of expenditure are added, it will be found that the *mere outlays per mile on the Liverpool Rail way coaches* are not *much inferior*, if they be inferior at all, *to the gross amount of the fares* receivable from a passage boat on the Paisley Canal, supposing it always to have (what is not possible) a full complement of passengers.

The above conclusion is fully established by the Liverpool and Manchester Railway Report before mentioned. By this Report it appears, that the average gross receipt from each passenger going along the Liverpool and Manchester rail way in the last six months of 1831, was four shillings and sixpence halfpenny, and that two shillings and one farthing of this sum was cost or outlay in the articles of coke, wages, repairs, and cost of keeping up the rail way and establishment, but without any allowance for replacement of engines and coaches, or for returns on the capital invested therein, or for rail way dues. It is stated in the accounts that 3d.¼ of this outlay is paid for the use of Omnibuses to each passenger 30 miles to be one shilling and ninepence 1-8, or as nearly as possible, *three farthings per mile*, which is *just the full fare levied from five sixths of the passengers on the Paisley Canal.* In other words, the Paisley Canal Company make a large profit on *fares* which would not pay the *mere outlays on the rail way conveyance.*

The Paisley Canal boats have now been at work plying on that Canal, since the autumn of 1830, and it is found that they are as easily and as safely drawn at the high velocities before mentioned, during the night as during the day. The accidents on the Liverpool rail way have been so frequent, and so serious, as to require the notice of the Directors in the reports; whilst not even the semblance of an accident has happened with the Paisley boats. When plying in the dark the only precaution necessary is on account of the boy riding and directing the horses. In passing under the bridges over the canal, a light to direct him is opened by the man at the bow of the boat, and thrown on the bridge so as to guide the boy, and this light is shut up as soon as the bridge is passed.

The accommodation to intermediate passengers by these boats is very great; they are so light and so easily drawn that they have (what is termed) little way, and stop almost as soon as the horses cease to pull, while from the lightness and shallow draught of water of the boats the velocity can be easily and suddenly regained.

If the trains of the coaches on the Liverpool rail way were like the Paisley canal boats, stopped every mile or two for the accommodation of intermediate passengers, they would not be able from the time lost in first reducing and afterwards raising their speed, to go so fast as these improved canal boats.

This easy power of stoppage, and of traveling during the night, is, independent of cheapness, a most formidable power to canals in obtaining the carriage of passengers, and if properly employed, will more than put them on a par with rail ways in the competition for the passenger trade. Intermediate passengers on most routes give nearly one half of the returns; and it is impossible for a rail way to accommodate this intermediate trade without sacrificing its only advantage of superior speed.

The passage of Locks in canals, and the delay consequent on such passage will, no doubt, be an obstruction and disadvantage to many canals; but by proper arrangements, this disadvantage may be got over. The locks, where it answers, may be the places at which horses are changed, or for receiving or landing passengers. And where they occur in the middle of a stage, they will be a short relief to the horses, so that a higher speed may be kept up before and after leaving the locks. Where a series of locks occur at one place, the time occupied may be employed in obtaining refreshment, or taking breakfast or dinner. There are no locks on the Ardrossan or Paisley canal, but in two of the stages it is for a considerable distance so narrow that two boats cannot pass. At these places (when the boat is fully loaded) the speed is slackened to between four and five miles an hour; the time is afterwards made up on the wider parts of the canal. The entire length of these narrow places extends to fully a [illegible] of the whole length of the canal.

Such are the improvements which have been effected on the Ardrossan or Paisley canal, so far as regards high velocity; and they may be followed out in every canal so as not merely to defend the present established canal revenue, but to obtain a new and great additional revenue.

Although I have principally confined myself to the article of passengers, yet all I have stated applies equally to the light goods now sent by the road waggons and vans.

With two horses it has been shown, that a weight equal to nearly eight tons in passengers, may be conveyed along a narrow and shallow canal, at a rate of nine or ten miles an hour, and at an expense of 11d. per mile, including every outlay, with interest and replacement of capital, being less than one third of the bare cost for conveyance of a similar weight on a rail way.

To enter into any further details as to the superior cheapness of the conveyance of light goods by the new improved boats on canals, over the conveyance by rail ways, is unnecessary. For if in the passenger trade (in which branch of conveyance rail ways were considered to be invincible,) the improved boats possess such advantages over rail ways; it is clear, that these advantages in the carriage of light goods, are still more decisive.—The absolute outlay or cost of conveyance of a ton of goods, between Liverpool and Manchester (by the rail way accounts,) is upwards of 8s. or between 3d.&4d. per mile, without any allowance for the annual deterioration, of the vast sum laid out in wagons, engines, machinery, &c. for enabling the rail way company to prosecute the carrying trade, and without any allowance of interest on that capital, or on the sum laid out on the rail way.

But these goods could be carried along a canal at nearly the same speed, and for a cost of about one penny farthing per ton per mile, including in this sum a liberal allowance for interest and replacement of capital; thus leaving a sum of from two pence per mile to three pence per mile to meet the expenses of delivery, canal dues, and carriers' profits—while the entire charge would be still within the outlaid expenses on a rail way.

I know well that the amount of articles requiring a dispatch of eight or ten miles an hour, or rather which can afford to pay any additional charge for conveyance at this speed, is very trifling; but if the statements in the summary of evidence as to the London and Birmingham rail way be correct, there is at present a considerable traffic in light goods by vans and wagons on the turnpike roads in the line of your canals. If so, you must not permit a rival to possess himself of this trade, and to use the revenue of it as a means to keep up the rival establishment. By conjoining in boats on the improved construction, the carriage of the light goods now going by vans or wagons, and coaches, with a night passenger trade, a very lucrative branch of business may be reared up for your navigations. With light boats, carrying from 30 to 40 passengers, and from 4 and 5 tons of goods, all the turnpike, van, and carrying trades, may be taken by the canals, and all travelers to whom money and time are of moment will prefer this night route. The ease of motion of the boats is such, as to prevent all fatigue, and by a limitation in the number of passengers, the accommodation may be made as comfortable as a bed or sofa.

Every one who has seen the various improvements introduced, and introducing into the construction of the light gig shaped boats, must be sensible that this matter is in its infancy. The comfort and airiness of the later made boats, is most striking; and the introduction of a hollow keel will enable them to be made much flatter midships, so as to make them more easily tracked.—That farther improvements may be introduced, I make no doubt, and when it is considered that the entire improvements already stated, have originated with, and have been brought into full effect by one individual, (Wm. Houston, Esq. of Johnstone Castle,) who was previously unacquainted entirely with boats or boat building, the field of improvement seems sufficiently open. To his talents and perseverance, Canal Companies and Canal Carriers are deeply indebted; and I am convinced that nothing would afford him greater pleasure than to see his improvements carried forward and surpassed.

I shall make only one farther reference to the Liverpool and Manchester rail way report, and state, that it thereby appears, that such is the value set on money as compared to time, that a large proportion of the passengers on that rail way prefer to travel by the open uncovered wagons at a greatly reduced speed, and without the accommodation of an Omnibus at each extremity to convey them to their destination, in order to save one shilling and six pence. In other words, the saving of two hours of time, and a walk of nearly three miles, was not worth to them an outlay of eighteen pence. The same result must take place in the contest between your passage boats and the rail way carriages, with this difference in your favor, that the second cabin of one of the boats at a fare of three farthings per mile, will be more agreeable and much safer, than a rail way coach of the first order, at a fare of three pence per mile. In all night traveling, provided the vehicle is noiseless, and easy in motion, time is not taken into account in distances which can be accomplished between eight or nine at night, and seven or eight in the morning. The rail way coaches cannot travel at night, and if they could, their only advantage of speed would be lost between the principal points of the journey.

I need not call your attention to the improvements by lengthening locks, improving curves, avoiding circuits, &c. which you may make on the passage along your canals. If the breadth and the curves in the Paisley canal permitted their boats to be made 90 feet instead of 70 feet in length, the passage boats would carry nearly a half more passengers without increase of expense, while the labor of the horses would be diminished.*

Many of these improvements must depend for execution, on the consent of the adjacent landed proprietors, and which it would be clearly their interest to grant. The improved communication is a general benefit to the country, and a very particular one to those districts to which the improved water conveyance may be extended, and particularly beneficial to the agricultural and working classes, by affording employment to the one, and a market for the produce of the other class.

The merits of the improved conveyance are not like all late improvements, a mean of superseding animal labor, or power, but consist in an improved and extended application of that power. The country obtains thereby all the benefits of the cheaper and improved traveling and communication, while the change is productive of not even a temporary inconvenience to the raisers of food, or to the laboring classes who consume it. It does not consist in the substitution of a small number of machines to supersede the work of many thousands of men and horses, but the improvement consists in enabling these men and horses to exceed and supersede the power of machines.

I am respectfully,
Your most obed't servant,
THOS. GRAHAME.

Glasgow, July, 1832.

*Cost of Coaches.—In the Liverpool rail way account of expenditure, for the last six months of 1831, the charges for repairs and attendance on the Liverpool rail way coaches, is stated at £7,455 1s. 1d. sterling, of which 3d. 1-8 per passenger, or £3,254 0s 0d 3-8, *is stated as being paid for Omnibus accommodation.* This leaves £4,201 1s. 0d. 5-8 sterling, as the cost of repairs and attendance, and the number of 30 mile trips, being, per the report, 2,944, the cost on each trip was £1 8s. 7 1-2d. sterling.

† See last note on first column.

‡ See last note on preceding column.

* The builders of the Paisley boats have just finished and launched a passage boat on the same principle in the Monkland canal. She is 84 feet long, 6 feet 3 inches broad, and can with perfect ease carry upwards of one hundred passengers. She was built in Paisley, by Messrs Reid and Hannah, carried on a truck to Johnstone, where she was fitted up by Mr. Boag, and thence carried on a truck fully 16 miles, and launched in the Monkland Canal, where she gives the highest satisfaction.

The British Iron Trade.—Great Britain has been particularly fortunate in possessing inexhaustible mines of coal and iron—two natural products which give the country a prodigious superiority over the adjacent continental nations. By means of these valuable materials, and the skill of the inhabitants, we are able to export hardware, goods, and machinery of every description, on the most advantageous terms, to all parts of the world. From an early period the natives have enjoyed a high reputation for the manufacture of warlike weapons; and, what is justly esteemed a compliment to the people, it has more than once occurred that they have supplied fire arms, bayonets, swords and daggers, to the very nations with which they were at war: thus furnishing instruments for their own annoyance and destruction.

The iron trade of England is one of the chief staples in the country, and gives employment to a vast body of artisans. Every where our observation is attracted towards the combinations and results of this extensive branch of traffic, and we find that there is even less to create astonishment in the multitude and variety of the products, than in the exquisite perfection of the machinery employed—machinery seeming almost to usurp the functions of human intelligence. "No one, for instance," says a writer in the American Quarterly Review," can adequately comprehend the mighty agency of the steam engine, who has not viewed the machinery of some of our mining districts, where it is employed on a scale of magnitude of power unequalled elsewhere. In Cornwall, especially, steam engines may be seen working with a thousand horse power, and capable (according to a usual mode of estimating their perfection as machinery) of raising nearly 50,000,000 pounds of water through the space of a foot, by the combustion of a single bushel of coal. No Englishman, especially destined to public life, can fitly be ignorant of these great works and operations of art which are going on around him; and if time can be afforded in general education for Paris, Rome, and Florence, time is also fairly due to Manchester, Glasgow, Leeds, Birmingham and Sheffield.—Nor, speaking of the manufactures of England, can those be neglected, which depend chiefly or exclusively on chemical processes. It may be conceded, that the French chymists have had their share in the suggestion of these processes; but the extent, the variety, and success with which they have been brought into practical operation in England, far surpass the competition of any other country. These are, perhaps, from their nature and from their frequent need of secrecy, the least accessible of our manufactures to common observation; yet they, nevertheless, offer much that is attainable and valuable. Connected with our manufactures are the great works of the civil engineer, which cover every part of the kingdom—the canals, roads, docks, bridges, piers, &c.: works which attest, more obviously than any other, the activity, power, and resources of the country."

It was lately computed that about 700,000 tons of iron are annually made in Great Britain, a very large proportion of which are the produce of South Wales and Staffordshire. In Scotland, 36,500 tons, were at the same time, made. The chief consumption of this immense quantity of metal is in the island itself, there being little more than 100,000 tons exported. The value of that which was exported, was, for British iron £1,226,617, and for hardware and cutlery, £1,387,204.

The great seat of the iron manufacture in Scotland, is at Carron, a place in Stirlingshire, situated on the north banks of the river Carron, about three miles from the south shore of the Frith of Forth, and a short way north of Falkirk. The Carron iron works, which are reckoned one of the greatest wonders in North Britain, are the property of a chartered company, established in 1760. They are employed in smelting ores, and the manufacture of all kinds of cast iron goods, whether used in war or agriculture, domestic economy, or any other purpose. Cannon, mortars, howitzers, and carronades of every description, are here made in the greatest perfection. The *carronade*, now used in warfare, was first made at Carron, and hence assumed its name. Shot and bomb shells of every sort and size are also made, and on a scale which rivals the manufactories of Germany and Russia. This large establishment is placed in the midst of a country, possessed of inexhaustible stores of the materials of its manufacture, and has every facility of export. Besides these qualifications, the country is rich in every species of produce, and able to support a dense population. Including those employed in the works, and those engaged in the mines and pits, with the individuals employed in the coasting and carrying trade, the whole will amount to between 2,000 and 3,000 persons, who subsist directly by the works. To a stranger, the approach to the establishment from the north, in a calm night, is striking and terrible, from the illumination of the atmosphere, which is seen at a great distance, the noise of the weighty hammers resounding upon the anvils, the groaning of the blast machines, and the reflection of the flames in the reservoir which bounds the works on the north, as in a large mirror. The scene is much admired, and often resorted to in "the calm summer e'en," even by the local inhabitants.—*Chambers' Journal.*

From the New York American, April 30.

The Compromise Bill of Mr. Clay, got up and passed in so great a hurry, would, we have supposed, be found, on examination, incapable of being executed without further legislation on the subject by Congress—*unless* the Secretary of the Treasury should take upon himself to interpret and fix the meaning of its various sweeping provisions. The Treasury order, which we publish to day from the Globe, seems to indicate, that such is the intention of the Secretary. The question will then arise, whether the latitude of interpretation thus assumed, be within the proper sphere of the authority and duties of an Executive officer? If so, the form of previous legislation in Congres would seem useless, seeing that by Treasury Circulars, the meaning to be given to any law, can be more expeditiously and cheaply established. This Circular cannot fail to give rise to much discussion, and very many difficult questions.

From the Globe of yesterday.

REDUCTION OF THE TARIFF.—We publish below an important Circular from the Secretary of the Treasury, establishing, under the direction of the President, *Rules and Regulations* for securing a faithful apprisal of foreign imports, and which are made necessary by the Tariff of the last session of Congress. The reasoning of the Circular appears to be conclusive, and the regulations are judicious, and we doubt not, will be entirely satisfactory.

CIRCULAR TO OFFICERS OF THE CUSTOMS.

Treasury Department, April 20, 1833.

The 7th section of the act of the 14th July, 1832, entitled "An act to alter and amend the several acts imposing duties on imports," provides, that in all cases where the duty which now is, or *hereafter may be*, imposed on any goods, wares, or merchandise imported into the United States, shall, by law, be regulated, or be directed to be estimated or levied upon the value of the square yard, *or of any other quantity or parcel thereof;* and in all cases where there is *or shall be imposed any ad valorem rate of duty* on any goods, wares, or merchandise, imported into the United States, it shall be the duty of the Collector, within whose district the same shall be imported or entered, to cause the actual value thereof, at the time purchased, and place from which the same shall have been imported into the United States, to be appraised, estimated and ascertained, and the number of such yards, parcels or quantities, and such actual value of every of them as the case may require; and it shall, in every case, be the duty of the Appraisers of the United States and every of them, and every other person who shall act as such Appraiser, by all the reasonable ways or means in his or their power, to ascertain, estimate and appraise the true and actual value, any invoice or affidavit thereto to the contrary notwithstanding, of the said goods, wares and merchandise, at the time purchased, and place from whence the same shall have been imported into the United States, and the number of such yards, parcels, or quantities, and such actual value of every of them, as the case may require." &c.

The 9th section of the same act provides, "That it shall be the duty of the Secretary of the Treasury, under the direction of the President of the United States, from time to time, to establish such rules and regulations, not inconsistent with the laws of the United States, as the President of the United States shall think proper, to secure a just, faithful, and impartial appraisal of all goods, wares, and merchandise, as aforesaid, imported into the United States, and just and proper entries of such actual value thereof, and of the square yards, parcels, or other quantities, as the case may require, and such actual value of every one of them: and it shall be the duty of the Secretary of the Treasury to report all such rules and regulations, with the reasons therefor, to the then next session of Congress."

The 1st section of the Act of the 2d March, 1833, entitled "An Act to modify the act of the 14th July, one thousand eight hundred and thirty two, and all other acts imposing duties on imports," declares "that from and after the 31st day of December, one thousand eight hundred and thirty three, in all cases where duties are imposed on foreign imports by the act of the 14th day of July, 1832, entitled "An act to alter and amend the several acts imposing duties on imports," or by any other act, shall exceed 20 per centum on the value thereof, one tenth part of such excess shall be deducted," &c.

It is believed that by this provision, and as necessary to the execution of the law, all duties imposed by any act of Congress, upon foreign imports, are substantially regulated by, and are directed to be estimated and levied upon, the value of the square yard, where that is the form, and upon some other quantity or parcel in cases where the duty is not imposed by the square yard; and that consequently the authority conferred by the 9th section aforesaid, must necessarily be exercised, for the more effectual execution of the said act of the 2d March, 1833.

The following rules and regulations are therefore established, under the direction of the President of the United States, for the purpose of securing a just, faithful, and impartial appraisal of all goods, wares, and merchandise, imported into the United States from and after the 31st December next; and for the just and proper entries of the actual value thereof, and of the square yards, parcels or other quantities, as the case may require.

In all cases of ad valorem duties under the Act of the 14th July, 1832, or any other act, the regulations at present authorized by law, for ascertaining the actual value, will remain unaltered.—With respect to those articles liable to a specific duty, or other duty than that of ad valorem, the actual value thereof at the time purchased, and place from which the same shall have been imported into the United States, or in the country where in the same may have been originally manufactured or produced, as the case may be, will be appraised, estimated, and ascertained, and the number of yards, or square yards, tons, pounds, gallons, bushels, or other parcels or quantities, and such actual value of any of them as the case may require; and just and proper entries thereof be made, in the same manner and according to the same regulations, as are required by the said Act of the 14th of July, 1832, and other acts now in force in regard to articles paying ad valorem duty; and in all such cases the same verification of invoices and other proofs will be required and produced as are at present authorised in respect to articles liable by previous acts to an ad valorem duty. The value of all such articles being thus ascertained, the proportion which the duty now paid by such articles bears to the said value, will be calculated, and from the excess thereof beyond twenty per centum, there will be deducted, from and after the 31st of December next, ten per cent.; that is to say, where such proportion shall be equal to fifty per centum, there shall be deducted ten per centum upon thirty per centum, or three dollars; and from and after the 31st December, 1835, the like deduction shall be made from the same excess, or ten per centum upon thirty per centum, being three dollars more; and in the same manner, at the several periods specified in the said act of the 2d March, 1833, until the 31st of December, 1839, from and after which, one half of the residue of such excess will be deducted; and the other half thereof from and after the 30th of June, 1842.

From the proportion of the duty thus ascertained upon the wines of France, in addition to the said ten per centum, there will also be deducted such further per centum as will be necessary to preserve the discrimination in favor of such wines, stipulated in the convention between the United States and His Majesty the King of the French, concluded at Paris on the 4th of July, 1831, and authorised by law.

It may be proper to observe that all manufactures of cotton, or of which cotton shall be a component part, will be appraised, estimated and ascertained, and the number of yards, square yards or otherwise, parcel or quantities, and of such actual value thereof as the case may require, will be ascertained, and just and proper entries thereof made, according to the foregoing regulations.

It is believed that the value of foreign imports referred to in the Act of the 2d of March, 1833, is not the assumed value on which the duty upon all manufactures of cotton, or of which cotton shall be a component part, is directed to be estimated under the act of the 14th of July, 1832—viz: of *thirty cents* if not dyed, colored, painted or stained, though valued at *less* than thirty cents; and of *thirty five cents*, if dyed, colored, painted or stained, though valued at less than thirty five cents the square yard. This value is merely artificial, and assumed by previous laws as a means of augmenting the ad valorem rate of duty imposed, for the purpose of protection, upon such articles; and the amount of the duty, although ascertained by the adoption of the minimum principle, is the proportion which the sum collected by the government bears to the actual value of the article: and, therefore, a quantity of such cottons, costing in fact eighty dollars, but valued for the purposes of the Act of the 14th July, 1832, at two hundred and forty dollars, really pays a duty of 75 per centum upon the true value thereof.

The Act of the 2d of March, 1833, however, proceeds upon a different principle, and aims at a different purpose. It obviously intends to make an equal deduction from the duty on all foreign imports, and ultimately to reduce it to a rate not exceeding twenty per centum upon the real, and not an assumed, value of the articles imported. This last purpose is explicitly stated in the last clause of the 5th section, which provides "that all imports on which the 1st section of this act may operate, and all articles now admitted to entry from duty, or paying a less rate of duty than twenty per centum ad valorem, before the said thirtieth day of June, one thousand eight hundred and forty two, from and after that day, may be admitted to entry, subject to such duty, not exceeding twenty per centum ad valorem, as shall be provided for by law." And the first section, which has been already referred to, expressly provides for the deduction, after the 30th of June, 1842, of all excess of foreign imports above twenty per centum on the value thereof, which shall have been imposed by previous laws, and to which they may then be subject.

The object of thus establishing a general ad valorem duty on foreign imports, and of equalizing the rate, can only be attained by calculating the duty on the real, instead of the assumed value. This purpose is more particularly manifest from the last clause of the third section, which provides, that from and after the 30th of June, 1842, "the duties required to be paid by law on goods, wares, and merchandise, shall be assessed upon the value thereof at the port where the same shall be entered, under such regulations as may be prescribed by law." Each of these clauses relates to the actual value of the foreign import, and they differ only in estimating that value; previously to the 30th of June, 1842, the value in the foreign country being taken, and after that time, the value at the port of entry. The object of neither can be accomplished at any period, by adhering either to the nominal value assumed by previous acts, or to the rate of ad valorem founded upon such assumptions.

In all importations of manufactures of cotton, therefore, or of which cotton shall be a component part, after the 31st of December, 1833, the value thereof will be ascertained in the manner aforesaid; and from the amount which the rate of duty under the Act of the 14th of July, 1832, or any other act, shall exceed twenty per

PITTSBURGH GAZETTE.

TUESDAY MORNING, MAY 7, 1833.

☞ *A Sign.*—The last American Manufacturer contains almost a whole column of fulsome eulogy of Martin Van Buren.

☞We notice, in the last Mercury, that the Democratic Republican Committee of Correspondence have fixed on Wednesday, the *fifth day of June next*, as the day for the meeting of their convention—delegates to be chosen on the *Saturday previous*.

Cumberland Sufferers.—Is Pittsburgh to do nothing for the unfortunate sufferers by fire at Cumberland?—Have our citizens done so much for the Greeks and the Irish, that there is nothing left for our own fellow citizens?

The next Senator.—There is no division in the Democratic ranks, says the Democrat, and yet we find the following paragraph in a *Jackson* and *M'Kean* paper, published at Greensburgh, only thirty two miles from the office of the Mercury.

"STORM.—The Washington Globe publishes the speech of Mr. Buchanan, delivered about *three years ago*, on the impeachment of Judge Peck.—The Judge was a very great sinner, he said that the houses of slanderers ought to be painted *black*. Some body ought to publish the speech of Mr. Wirt, (for there is no anti masonry in the science of the law, or of advocacy) to put along side of it. *Mr. Buchanan will be the opponent of Gen. M'Kean for United States' Senator.*"

Now, this goes to confirm what we said, some weeks ago, that there is a division in the Jackson ranks.—Here is the direct declaration of the Argus, a M'Kean and Jackson paper, that "*Mr. Buchanan will be the opponent of General M'Kean for United States' Senator.*"—That editor seems to have been a faithful and vigilant sentinel—he has been *wide awake*, watching the signs of the times, and has not *treacherously*, or carelessly fallen *asleep* at his post. None but one asleep could fail to perceive that all the arts of the Great Magician are brought into play against Mr. M'Kean. None but one who is stupid, or treacherous, or hostile, would deny it.—We had supposed that the editor of the Democrat was friendly to Mr. M'Kean, and that his declaration, that "there is *no* division in the Jackson ranks," was honestly, but ignorantly made. We begin, however, to have some suspicions that we were mistaken, and that Mr. Johns has been operated upon by the incantations of the Magician.

The game the Van Buren men in this state are playing is a cunning one—aware that their man is yet weak, but that he *has powerful means of operating upon greedy office hunters*, if time is only allowed him, they keep up the cry that there is no division in the Jackson ranks. They, however, are careful not to do any thing which will help Samuel M'Kean. On the contrary, every thing is done which will injure him, or elevate any person opposed to him. For this purpose, the Lancaster Journal is unremitting in its hostility to him.—In the last number of that paper we find the following contemptuous notice of him:

"Mr. Ingham had cause of complaint against *his man, McKean*, for want of skill and adroitness in the management of business committed to him; it is said that Calhoun has equal cause of complaint against *his man, Ingham*; who, *undertaking to write nullification into favor in Pennsylvania*, after writing and publishing No. 1 of a series of essays for that purpose, neglected it, and occupied himself in writing and publishing in *different quarters* letters abusing Gen. Jackson and Mr. Van Buren, in order *to gratify his malice and hatred* of those distinguished individuals."

His man, M'Kean!—Truly this is most contemptuous language to be applied to a gentleman who is Secretary of the Commonwealth, and who received forty eight votes for the Senate of the United States.

"The Pittsburgh Gazette seems determined to consider this as a Van Buren paper, though we think we have on one or two occasions stated that we have no claims to be considered as among the *particular* friends of that gentleman."

Again—

"If we have intimated any opinion as to the person who ought to succeed General Jackson in the Presidency, it has been in favor of another individual; *but it is proper to observe that some of the subsequent conduct of that gentleman requires explanation before we can take a decided stand in his support.*"

The above extracts are from the last Lancaster Journal. We republish them as an act of justice to that editor. It is the first disclaimer that we have noticed in that paper. The individual referred to in the second sentence must be Mr. John McLean. The "but" in this last sentence is very significant, and makes it very manifest that the Lancaster Journal is not *now* a "*particular*" friend of Mr. McLean.

The New Tariff.—The instructions of the Secretary of the Treasury, which we publish to day, settles a question which has been a good deal agitated, as to the reduction of duties.—The tariff of 1832 provides that all goods, composed in whole or in part of cotton, and either dyed, colored, printed, or stained, which cost not more than *thirty cents* the square yard, shall be valued at thirty cents, and pay a duty of twenty five per cent. on that value, and all such goods, if dyed, colored, printed, or stained, which cost less than *thirty five cents* the square yard, shall be valued at thirty five cents the square yard, and pay a duty of twenty five per cent. on that value. For instance, if one thousand square yards of cotton goods, either dyed, colored, &c. which cost in England, ten cents the square yard, or one hundred dollars for the whole, were imported, under this act, they would be valued at thirty cents the square yard, or three hundred dollars for the whole, and charged twenty five per cent. on that valuation, or seventy five per cent. on the *actual* value. The question which occurred was this—Is the statutary valuation to be entirely disregarded, and is the duty to be reduced to twenty per cent., upon the *actual* value, or is the statutory valuation still in force, and is the duty to be reduced only to twenty per cent. upon that valuation. If the latter position be correct, the duty on one hundred dollars worth of uncolored cottons, costing ten cents the square yard, would be sixty dollars; if the former be correct, the duty on the same goods would be only twenty dollars. The Secretary has decided that the statutory valuation is not to be regarded, and that the duty is to be reduced to twenty per cent. on the *actual* value.

This construction of the provisions of the act of 1833, is very unfavorable to the manufacturers, but we have no doubt that it is correct. The main object and whole aim of the act of 1833 is the equalization of the duties; it is most obvious that Congress intended to reduce the whole of the duties to a rate not exceeding twenty per cent. upon the *actual* value of goods.

The following shows the process of reduction, under the instructions.

If one hundred dollars worth of plain or uncolored cotton goods, which cost ten cents the square yard, are imported under the act of 1832, they would be valued at *thirty* cents the square yard, and charged with a duty of twenty five per cent. on that valuation. This *one* hundred dollars worth of goods would, therefore, be valued at *three* hundred dollars and charged with a duty of seventy five dollars, being *seventy five* per cent. on the *actual* value.

Excess of 75 per cent. over 20 is 55 per cent. one tenth is 5 50.

		Rem. duty.	*Rem. excess.*
After 1st Dec. 1833, deduct	5 50	69 50	49 50
do 1835, deduct	5 50	64 00	44 00
do 1837, deduct	5 50	58 50	38 50
do 1839, deduct one half of excess,	19 25	39 25	19 25
do the other half,	19 25	20 00	0 00

So that the new bill does not merely reduce the duty on cotton from 25 to 20 per cent.; it abolishes the protection afforded by the minimum, and in fact reduces the duty on plain cotton goods, costing ten cents the square yard, from the present rate, 75 per cent. to 20 per cent. It is probable, however, that the low priced cottons need no protection.

Appointment by the Governor.—Robert C. Greer, of Danville, Columbia county, to be the judge of the new District Court for the county of Allegheny.—This appointment took us as much by surprise as did Mr. Clay's new tariff, or as Mr. Niles says, "it came upon us like a crash of thunder in mid winter."

Canals and Rail Roads Compared.—We publish, to day, an article from the Glasgow (Scotland) Journal, upon the comparative merits of canals and rail ways, which will be found to possess extraordinary interest.—The facts stated in this article, if truly stated, must be considered as placing canals in a decidedly more favorable position than they formerly occupied.

Thomas Grahame, the author of this article, not being known here, we of course are not able to correctly appreciate his credibility. But we confidently conclude, that, as he has selected the Glasgow Journal, a paper published within ten miles of the canal referred to, he would not have risked his reputation by making such statements, at a place where they could so readily be disproved, if false.

This article exhibits canals in such a very favorable light, and places them in such an advantageous attitude, in comparison with rail roads, that we may be certain that the rail road companies would at once expose every mis-statement or inaccuracy made in it.—Indeed, if there was not a strong semblance of truth in this letter or essay, the editor of the Journal would scarcely have given it publication.

Presuming, then, that the statements are essentially true, we have the following *facts* to oppose to the *demonstrations* of theorists. Boats 70 feet long, and 5½ feet wide, conveying from 80 to 110 passengers, had been daily, for two years preceding last July, drawn by 2 horses along "*the narrowest, shallowest, and most curved canal in Scotland*," at the rate of nine or ten miles per hour, without the slightest injury to the banks.

The fare in these boats was just one half or one third of the fare in the Manchester and Liverpool Rail Way Coaches, and at those low fares the profits were so large as to induce the proprietors to quadruple the number of boats. The same speed is maintained at night as by day, the only precaution necessary is for the boy directing the horses; and a man, at the bow of the boat, opens a light to show the boy the bridges over the canal, and closes them as soon as the bridges are past.

Would not our iron men find it to their interest to construct a boat similar to those used on the canal at Paisley.

Perhaps, among the shrewd, intelligent Scotsmen, now here, there may be some who have seen the boats on the Paisley canal, and could direct the construction of similar ones here.

For the Gazette.

Mr. Catlin and the Flat Head Indians.

MR. CRAIG—In your paper, of April 26, in an apparently editorial article, I observe a high (and no doubt deserved) encomium on Mr. Catlin and his numerous and well executed Indian Portraits, now exhibiting in this city, to the great amusement and instruction of numerous visitants. In that article I find the following paragraph, to which my attention was this day referred, and to which I wish to reply:

"In the course of the exhibition, Mr. Catlin's attention was called to what we always considered to be a very fanciful account of four Flat Head Indians, who were, some time since, stated to have been sent from the west side of the Rocky Mountains to St. Louis, to receive the true religion.—Two of the Indians, it is known, died at St. Louis; and Mr. Catlin traveled many hundred miles with the other two, on their return. He also traveled two thousand miles with Mr. Fontenelle, who bro't the Indians to St. Louis, and had frequent conversations with him about the Flat Heads. He was also intimate with Gen. Clarke, and had frequent conversations with him about these Indians. In the course of these conversations, Gen. Clark informed him that these were the first Flat Heads that ever crossed the Rocky Mountains, and urged him to secure their portraits. During all this intercourse with the Flat Heads themselves, with Mr. Fontenelle, and with Gen. Clarke, he stated that he had not heard the slightest intimation that these Indians came to St. Louis for the purpose which had been attributed to them. With his usual modesty, he added, that he did not pretend to contradict the statements of the letter writer from St. Louis, but merely stated what he knew, and let every person make his own inference."

The "account," which you are pleased to call "fanciful," appeared, first, in the New York "Christian Advocate and Journal," of March 1st; and was copied into various other religious papers in the Union. And, perhaps, no occurrence in the history of Missions, since the Apostolic age, has excited so much interest, and produced so much simultaneous benevolent effort in different churches as this has done. And already men and means are collecting, in both the Methodist, Presbyterian, and Congregational churches, to establish Missions west of the Rocky Mountains for the benefit of the natives.

But if the statement given of their inquiry after truth is all a fabrication, as the negative evidence of Mr. Catlin seems to indicate, it will greatly retard Missionary movements, hereafter, when called for in a similar way; and the person or persons who have thus imposed upon the public should be exposed to the odium which such conduct justly deserves. But, to the credit of truth, and for the encouragement of those whose benevolent feelings have leaned strongly to the west, I have it in my power to say that the statement is "substantially true."

I do not call in question the correctness of Mr. Catlin's statement: he only states *negatively* what *he* DID NOT *hear*. And though his opportunity to hear was good, yet, missionary movements were not the object of his inquiry, and he, with fifty others, in like circumstances, might not hear what Gen. Clarke repeats to be true; as appears by the following extract of a letter from the Rev. Edmund W. Sehon to myself, in answer to one of inquiry, of March last, dated

ST. LOUIS, (Mo.,) April 16.

DEAR BROTHER—In compliance with your request, I called immediately on Gen. Clarke, who says the statement given in the "Christian Advocate and Journal" *is substantially true*. I was also favored with an acquaintance with Mr. Campbell, who was the first trader among the Flat Head Indians, and who left here yesterday, with his company, to again visit the Rocky Mountains and the country beyond. Mr. Campbell is an intelligent and gentlemanly man, and you may rely upon the information he gives. He says the Flat Head Indians are proverbial for their mild disposition, and friendship to the Whites; and he has little hesitation in saying that they would treat a Missionary with kindness, &c., and that every season one or more companies leave St. Louis, in the month of March, for the Flat Head country; and he does not doubt but they would willingly allow a Missionary to accompany them."

From the above extract, it is evident that Gen. Clarke made the statements attributed to him by "the letter writer from St. Louis," and believing you ready and willing to remove any erroneous impressions you may have inadvertently made, in the statement first above quoted, it is hoped you will give this article an early insertion.

The character of Gen. Clarke places him above suspicion of falsehood, and the testimony of two witnesses, (both respectable, and equally above suspicion by those who know them,) that he made the statements in question, must set the matter at rest with every reasonable mind. It is also gratifying to the friends of Missions to know that Mr. Sehon conversed with Mr. Campbell, on the eve of his departure to the Flat Head country, about a Mission among them, by which means they will, probably, soon hear that the White christians have heard of their desire to know the truth, and that measures are in operation to send them the word of life, by the returning season.

A. BRUNSON.

Pittsburgh, May 2, 1833.

DIED,

At his residence, near Pittsburgh, on Sunday morning, the 5th inst., in the seventy third year of his age, PETER MOWRY, M. D.—a man of whom it truly may be said, that his death will be as universally regretted as that of any one we have ever lost in our society.

He conscientiously endeavored faithfully to fulfil all the moral and social duties of life, and few have better succeeded in the effort. Frank, humane, and compassionate, he pleased without effort.—His moral qualities were continually adding to the list of his friends, without ever diminishing their number. Never was any one animated by a stronger desire to be useful, and to this end he devoted the energies of a strong mind, and the labors of a long life. Not confining that desire to the duties of his profession only, his liberal hand has been acknowledged in every work of utility, charity, and religion.

As a physician, he obtained the confidence of the sick, which showed that he was eminent; and he joined to it that of the poor, which proved that he was humane and generous. He has been known to refuse the calls of the rich, that he might attend to the poor, who always thought and spoke of him as their benefactor. He was totally devoid of that cruel and worldly policy of exaggerating the danger of his patients to magnify his success, or cloak his errors.

His life, which, from his temperate mode of living, was prolonged beyond the hopes of his friends, has been a model of charity and virtue.—While confined to his bed of disease and suffering, he enjoyed the only pure happiness which feeble humanity thus placed can enjoy—the retrospect of a life spent in the practice of religion and virtue, and the blessed certainty of a glorious hereafter.—His death was as peaceful as his life had been pious, and we ought less to regret his loss than endeavor to imitate his example.

From Jamaica.—The schooner Ann Eliza, arrived at New York, furnishes intelligence from this island a week later than our previous accounts. The excitement growing out of the proposed emancipation of the slaves, by act of parliament, had rather increased than abated. Elections for members of Assembly were soon to take place, and articles of the most inflammatory kind were issued. Unions were organizing in various parts of the Island, similar in their character and design to Mr. Atwood's Birmingham Union in England, and the conduct of Lord Mulgrave, the Governor, denounced in the severest terms, for having endeavored to suppress them.

A letter from the correspondent in Paris of the New York Commercial Advertiser, dated March 15, 1833, says—"Every thing is kept quiet it is true, but it is the quiet of lethargy, not of healthy repose.—Russia is the Dictator of the European policy, and France obeys her even to the gratification of her despot in the cowardly and barbarous persecution of the remnant of the noble people who threw their own lives between the uplifted sword of the Russian tyrant, and her intended victim France. How are justice and magnanimity, and gratitude, and every noble virtue, sacrificed, at the shrine of political expediency! And this conduct of France, glorious France, chivalrous France! Oh Shame where is thy blush?"

Latest from Smyrna.—The brig Water Witch, Capt. Paxton, arrived at Boston on Thursday evening, from Smyrna, which port she left on the 20th February. Capt. P. states that Ibrahim Pach had not taken possession of Smyrna; he also informs us that all difficulties between Ibrahim and the Sultan had been settled, and a treaty of peace signed by them, the news of which was brought to Smyrna on the 17th Feb. by a French vessel of war.—*Poulson, April 29.*

It is understood as certain that William J. Duane, Esq., of this city, has been appointed Secretary of the Treasury of the United States, to succeed Mr. M'Lane, who will go into the department of State.—*Nat. Gaz.*

Nullification in Virginia.—Speaker Stevenson is re-elected from the Richmond District, by a majority of 500 to 600—a majority almost equal to the whole vote of the nullifying candidate.—*Nat. Gaz.*

Another Revolutionary Patriot is no more!—Died, in the Borough of Princetown, New Jersey, on Monday morning last, Major STEPHEN MORFORD, in the 77th year of his age.

Major Morford was one of the earliest volunteers in the cause of his country after the Declaration of Independence, having enlisted in August, 1776, in the 18th year of his age. Throughout the whole revolutionary struggle, until the peace of 1783, he was an active, efficient, and patriotic soldier.—*Poulson, April 29.*

We are gratified in being able to announce the arrival of vessels from Buffalo. The Steam Boats, of the regular lines, have commenced running. On Monday, the "*Uncle Sam*" arrived from Buffalo, and departed for Detroit. On Tuesday, the "*Pennsylvania*" arrived and departed. On the same day, the "*Wm. Penn*," of the Evening Line, between this place and Buffalo, arrived. In consequence of the Erie Canal having but recently been open for navigation, we understand there is, as yet, but little freight at Buffalo. The vessels, however, which have arrived, have come pretty well filled with passengers. Since the opening of navigation, fifty one sloops and schrs. have arrived at this port: and the same number cleared. Most of the vessels, especially the Steam Boats, have undergone repair, and have commenced running under auspices which indicate a renewed spirit of enterprize.—*Cleveland Herald, May 1.*

We understand, from a source entitled to credit, that water will be let into the Welland Canal during the present week, when it will be navigable its whole length.—*Cleveland Herald, May 1.*

A parent brought an action in the District Court of this city, which was decided on Thursday last, against the Rev. Dr. Helfenstein, for joining his son in the bonds of matrimony before he had attained the age of twenty one. From the evidence produced, it was shown that the son at the time of his marriage was but little more than seventeen, and the law being very explicit in the case, the reverend gentleman had judgment given against him for fifty pounds ($133 33,) the full amount of the penalty.—*Phil. Inquirer,*

United States Bank Stock.—The New York Daily Advertiser, of Monday, says—"The operations for deliveries of this stock have been so great recently, that those short are desirous of borrowing, and are willing to advance one hundred and ten per cent., without charging any interest, rather than purchase at the present rates, which is an evidence that the stock is scarce."—*Nat. Gaz.*

Black Hawk.—The Journal of Commerce furnishes the following account of Black Hawk and his party, now prisoners of war at Washington, in a letter from that city, dated the 23d ult.

He is accompanied by his son, by the Prophet, the father of the Prophet, and three young chiefs. Black Hawk is also attended by a Lieutenant of United States' Infantry and a file of soldiers. This morning he had a long interview with the President, in the presence of several of the high officers of Government. Hawk addressed the President, as I have heard, with brevity and great dignity. He was followed by the Prophet, who spoke at greater length. The President replied, it is said, with much courtesy and kindness. The intelligent interpreter, will, it is hoped, give what passed, fully and correctly. The Hawk, it is said, showed no reluctance to meet his "Great Father," and the first words which he addressed to him were, "I am a man, and you are another." This sentiment must have brought forcibly to the mind of the President the "*homo sum nil humanum*," &c. or what is nearly its equivalent, "do unto others," &c. At all events, the address seems to have had much effect.—An order had been issued for the confinement of Black Hawk and his retinue at Fortress Monroe, there to be retained as hostages till the peace of the North Western frontier should be fully secured. But it is said that the President, after the interview, expressed a reluctance to pursue this course, and has determined to dismiss them upon parole. The Black Hawk is short in stature, thick set, and apparently of great nerve and muscle. His complexion is tawny or copper colored, and his countenance more expressive of thought than of passion. His nose is large and decidedly Roman; his forehead very high, and remarkably broad; and he has an unusual breadth of head behind his ears. His eye is small, black, and as piercing as that of the Missouri hawk from which he derives his name. His age is about seventy, but he does not appear to be fifty. All agree as to the fact, that, unlike most of his tribe, he has never indulged in the use of ardent spirits. His son is, in nature and figure, a perfect Apollo.—*Poulson.*

The Curse of Slavery.—From the correspondence of the Portland Advertiser, dated Charleston, South Carolina.

"Southern gentlemen sometimes inquire, if you would set such a mass of ignorance [the slaves] loose at once, and give it freedom. I never have made up any opinion on this question, or any other, than this—that it is none of my business, but theirs; and that I would not live in a country where such a state of things existed, and where there was so much danger. Southern gentlemen in general affect to despise the danger.—But if they do, their wives and daughters do not.—Indeed *they* do not. They dare not speak freely on this subject at a dinner table, when a slave is within hearing. Such conversation is obscure or in whispers. So far they are slaves themselves, that in the presence of their slaves, they must keep a guard on their conversation. They do not go to bed at night with the same ease and freedom that we do. They call their military to their aid, and keep their slaves under martial law. The citizens of Richmond, Charleston, and Savannah, keep up a military guard. No small portion of the white population must watch under arms, while the other portion sleeps. Tell me there is no belief of danger, when the military watches over one's bed and one's property! John Randolph hardly exaggerated when he described the Richmond mother as more tenderly pressing her infant to her bosom, at each sound of the clock, or toll of the bell at night."

It appears evident, from the movements in South Carolina, Georgia, and Virginia, that the discontented spirits, who moved Nullification, are by no means disposed to be quiet. Ambitious Politicians dupe the ignorant portion of the people into the belief that they suffer from oppression by the rich nabobs of the North. Stump orators tell of the wrongs inflicted on those patriotic States by the General Government, and some people who have nothing to lose, and who are too lazy to gain any thing by patient digging, take fire as they listen—and give the orator or his friend their votes for Member of Congress, which is precisely what they want.

There is less of novelty about this king of hum bugs, Nullification, after all, than we might suppose. Crafty men, who have a turn of their own to serve, can very easily feign to be ardently devoted to this opinion or that, as they fancy the prejudices of their more ignorant neighbors are inclined. This has been the case, again and again. How often have we seen the principle acted upon, and with some success, too, by men, who certainly cared little about the subjects in dispute, except to make them serve a turn.

The exciting question of *Slavery* is now discussed freely at the South. That question, (which, if a Northern man dare to introduce, he must be silenced at once,) is taken up as a means of stirring up the slave holders against the *free States*.

Though we cannot approve the spirit in which this is done—yet we cannot but hope that great benefits may flow from it—for let those States once see the origin of all their real difficulties to be the Slave system, and the system must crumble and fall.

The remedies for great evils, moral and physical, are often disagreeable, nay nauseous. Nullification, should it it be raised to life, and prevail, may root out negro Slavery—as the great fire in London put a stop to the plague there; and a scheme, devised for the benefit of the slave owner, and him only, may extend in all its force, and confer its richest benefits, on the Slave.—*Portsmouth Journal.*

Court of Sessions.—Yesterday, says the New York Standard, of Saturday, Alexander Bradley, John Herbert, James McCarthy, and William Willet, were brought up for assaults upon their wives, who all showed marks of bad treatment.—The ladies complained most bitterly, and, drowned in tears, besought the Court to remove the objects of their complaint, and not to permit them again to enter their dwellings.

The Recorder, with his usual gallantry, sympathized with the fair ones, and told them that justice should be done, and immediately sentenced the culprits to six months imprisonment in the Penitentiary, and to work on Blackwell's Island in getting out stone. No sooner was the judgment pronounced, than the unhappy wives broke out in lamentations at the hard and cruel punishment inflicted upon their spouses. The Recorder admonished them not to make complaints, if they did not wish the Court to interfere, and said that "he felt it his duty to protect them from further insult by placing their husbands in situations where they would learn the law, and, if possible, the respect due the gentler sex." This wholesome lecture was received with immense shouts by a numerous audience.—*Poulson.*

American Gold.—It is estimated by the superintendent of the United States Mint, that one half of the gold found in this country, is coined at home; and that the amount of last year's production was a million and a quarter of dollars. This is estimated to be equal to one sixth part of the entire quantity produced in Europe and America; and as the amount gathered by us increases annually, the proportion will be in all probability for some years extending in our favor.—*Nat. Gaz.*

On publishing the statement that "the French Government have dishonored the bills drawn by the Government of the United States, in pursuance of the Treaty of Indemnity for the claims of our merchants, which grew out of the spoliations committed under the authority of the Berlin and Milan decrees,"—the editors of the National Intelligencer remark—We venture to say that the French Government has done nothing incompatible with its known amity to the United States. As to the *bills drawn*, the may or may not have been accepted, because they may or may not, in some particular or other, have been compatible with the Treaty of Indemnity; or some accidental cause may have delayed their payment. It will be time enough to pour forth these bitter censures when it is ascertained there is any room for them. Of all the governments in the world, that of France is the last upon which the Government papers of this country should cast gratuitous reproaches and aspersions. It is not thus that amicable relations and dispositions are to be preserved between the United States and other nations.—*Poulson.*

It will be recollected that a year or two since, a lady traveling in Connecticut upon the Sabbath, was arrested under the law of that state, and detained for awhile on her journey. An action was brought by the husband, before the Circuit Court of the United States, for this arrest, under the impression that the statute of that state for the observance of the sabbath was unconstitutional. The cause was tried last week, at New Haven, before Judges Thompson and Bristol, and a verdict obtained in favor of the plaintiff. By a letter from a gentleman who was present, we learn, says the New York Daily Advertiser, that the Court held the Sunday law of Connecticut to be *constitutional*—that from the evidence it did not appear that the plaintiff's wife had any legal excuse for traveling upon the Sabbath, and of course was guilty of a violation of the law—that the defendant not only had the right, but was bound by law to arrest her; and that he failed in his justification only because he did not follow up the arrest, by a complaint and a conviction before a justice of the peace.—*Nat. Gaz.*

From the New York American.

A SOUTHERN CONFEDERACY.

Our readers must not think we are pursuing a shadow, and vexing them with dissertations respecting a danger existing only in our own imagination, when we recur again and again to what we believe to be the settled purpose of Southern politicians to bring about, if possible, a Southern Confederacy, and when we seek to point out the sure and peaceful modes of averting so mad and wicked a design. We have heretofore spoken of our own convictions on the subject: we have published the written evidence of a South Carolinian, that such was his belief; we have quoted the occasional paragraphs of sound papers the in Southern States, showing their apprehension of the existence of such a design: and yet, from the natural constitution of the human mind, so prone to disregard distant perils, and to repose in security on the present, few persons are willing seriously to examine the subject, or to believe, upon the convictions of others, that it is one which appeals closely and immediately to all who love and cherish the Union. We must, however, persevere in sounding the alarm from time to time, and insisting on the common duty of all, of looking to the preservation of the Union and Constitution, as they exist, as the great aim of all political movements and combinations at present. The extract we subjoin, from a late Richmond Enquirer, adds to the proof of the danger; and as to the remedy, we say, and repeat, that no one should now be trusted with political power whose course on great constitutional questions is not, and has not always been, above suspicion. Let no speculating seekers after "the lost rights of the States,"—no cunning sophisters, who would fain persuade the nation that the Virginia and Kentucky Resolutions are the true expositions of the Constitution,—no cold and reluctant approvers of the Proclamation and Message of the President respecting nullification,—let none such now be trusted. We must be true to the Union and the Constitution, and can only be so by distrusting and discarding those who profess to these cardinal objects a qualified and mere party allegiance.

From the Richmond Enquirer.

An interesting letter has been put into our hands—written by one of the most respectable citizens of South Carolina. If his views are correct, it would be high time for every man, who loves the Union, to be on the alert. He criticises the late proceedings of the Convention, and the more recent exhibitions in Charleston—and he comes to the conclusion, that there is a party in South Carolina, whose object is to bring about a Southern Confederacy, and ultimately a Separation of the Union. He contends that "the nullification of the Tariff was one of the schemes by which these politicians hoped to accomplish their object—that in this they have been foiled, as they could not prevail upon a single State to subscribe to their paradoxical and mischievous theory. Disconfited, not disheartened, without abandoning their project, they have changed their ground. They will now exert themselves to form a confederacy, by appeals to the prejudices, the fears, and the jealousies of the slave holding States—by impressing upon them, the absolute necessity of their leaguing together to preserve the rights of the States, as the only means by which they can secure their property in slaves. By the perversion of some of the remarks which were recently made in Congress, upon the essential diffence between the labor of freemen and of slaves, &c. &c., and by pourtraying, in the darkest colors, the liberticide character of the 'bloody bill,' they calculate upon being able to produce a union of feeling, and ultimately, a union of action, among those who have hitherto remained unseduced by their sophistry and declamation.

Palpable Hit.—A writer in the Cincinnati (O.) Commercial Advertiser, adverting to the fact, that in 1790, the National Congress assumed, in answer to a prayer from South Carolina, a debt incurred by that state in the war between the U. States and Great Britain, of four millions—a debt more than twice as large as that owed at that time by either Virginia or New York, says: "Since Uncle Sam has assumed and paid the debt of the *State* of South Carolina, it will comport with the dignity of the REALM of S. Carolina to refund this money with forty three years interest. Thus His Serene Highness, Gov. Hayne, will commence his reign with a foreign debt of fourteen millions three hundred and forty thousand dollars!"

It is a curious fact, that in Mr. Jefferson's original Declaration of Independence, there is not one word which hints at the existence of a God.—"Men have certain inherent and unalienable rights given to them by their Creator." The expressions "appealing to the *Supreme Judge* of the world," and "firm reliance on the protection of *Divine Providence*," are not in the original draft, but introduced as amendments in that course of discussion by Congress. In speaking, probably of slavery, there is this sentence of Mr. Jefferson: "This warfare, the opprobium of Infidel power, is the warfare of the *Christian* King of Great Britain." It was struck out. We take it is an additional evidence of his disposition to gird at Christianity, of which his posthumous writings, published by his Executors, furnish ample evidence.—He was a more bitter, and more vulgar enemy to Christianity than Tom Paine. His principles in politics are now quoted in support of Nullification—though, to do him justice, he never, so far as we know, suggested such an idea as that of one State having a constitutional right to set aside the laws of the Government of the whole people of the United States. He wrote the Kentucky Resolutions in 1798 or '99, when he was endeavoring to supplant the Elder Adams, and in them, to gain partisans among the old anti federalists, or opponents of the Federal Constitution, he did advocate *state* rights, and suggested that where there were palpable violations of the Constitution by our Rulers, the states should *interfere*. But he never suggested what kind of *interference* it should be.—*Greensburgh Intelligencer.*

We have recently journeyed between Philadelphia and New York by the *Rail Road* line. Yesterday, we left New York in the beautiful and spacious boat the *New Philadelphia*, at about a quarter past 6 o'clock A. M., and arrived at Chesnut street wharf before three P. M. The New Philadelphia reached South Amboy in two hours and a quarter. The fine and commodious cars on the rail road were drawn to Bordentown, eleven miles the hour, without undue fatigue of the horses, or any circumstance that could lessen the sense of security and comfort, with which every passenger seemed to set out.

This conveyance is truly admirable for the ease and order which attend it for all parties. Each car is divided into three compartments and contains twenty four persons. Two horses are attached to it, *tandem*; they pursue the track, under the guidance of skilful drivers, with the nicest exactness. We could not perceive, by the motion of the vehicle, the slightest deviation from the grooves; and the rout is of more than thirty miles. One track is complete: great activity prevails in the work necessary for the accomplishment of the whole design. The average duration of the journey between the two great cities, by this Rail Road line, is now eight, or eight and a half hours. It will be less considerably, when a locomotive engine shall be employed. A new and spacious steam boat is also to be soon provided We shall then see the consummation of all that can be deemed desirable; for we presume that such precautions can be taken as would exclude almost the possibility of serious accidents or delays.—*Nat. Gaz.*

Splendid Beneficence.—Our highly respected townsman, the Hon. Thomas H. Perkins, has presented to the Trustees of the New England Institution for the education of the Blind, the elegant brick edifice in Pearl street, in which he now resides, as a permanent Asylum for the Blind. The estate is valued at $30,000. The donation is made on the condition that a fund of 50,000 be raised for the support of the Institution before the end of May next. We most cordially unite with the Trustees in the hope that the public spirit of this city and the Commonwealth will furnish the sum necessary to the receipt of the donation, within the time specified. The Trustees say that nothing shall be wanting on their part to accomplish so desirable a result.—*Boston Atlas.*

Central America.—By a letter from Central America, dated 22d of January, it appears that the provinces of Leon and St. Salvadore, have *nullified*, or seceded from the confederacy. It was expected that Costa Rica would adopt the same course in March, when the election for Governor would take place. The British barque, Jane Powert, for England, in 15 days, was at the Gulf of Nicoya, Jan. 22d, the only vessel on the coast.

From the N. Y. American.

CHARADE.

Dear is my first when shadowy night is near,
But 'tis my second makes by first so dear;
My whole my first in decency preserves,
And thus to be my second well deserves.

The following neat reply to the above enigma, which appeared the other day among our miscellanies, is from a distant correspondent:

My *house* is dear as shadowy night comes on,
But by its hearth there sits a much loved one,
A *wife*, whose tenderness, whose low, sweet tone,
Makes dearer life and every thing I own:—
It is to her each joy of home I owe,
She makes my house a peaceful lot to know;
Her, for her worth, most truly I may call
My first, my last, my *second*, and my *all*.

SEMI WEEKLY REPORT.

Office of the Baltimore American,
Tuesday, April 30, 1 o'clock, P. M.

FLOUR.—The sales of Howard street Flour were very limited, yesterday and to day, at $5 25, $5 31 1-4 and 5 37 1-2 per bbl. The wagon price ranges from $5 12 1-2 a $5 35. About 1500 bbls. standard city Mills were sold on Monday and to day, at $5 50, full. A small lot of extra was taken at $5 75. The price of Susquehanna Flour remains as last noted, viz: $5 25, at which place some sales were made yesterday and this morning.—There is no Corn Meal in bbls. in market. The last sale made was on Monday, at $3 62 1-2, cash. Sales of limited parcels Susq. second Rye Flour at $3 75 a 3 87 1-2 per barrel.

GRAIN.—Supplies of wheat reach the market very sparingly. On Monday, a lot of stored Susquehanna was sold at $1 20; a lot of good water borne Maryland red at $1 20; and a small lot of machined red at $1 22. The price of good Maryland reds may be quoted at $1 15 a $1 20. A small lot of white wheat, not free of garlic, the only parcel at market this week, was sold at $1 32. Good lots would bring $1 30 a $1 35. Corn is in good supply, and the article, yesterday and to day, was in fair demand. The market opened on Monday at 65 for white, and 66 for yellow, and the sales on that day and this morning were at these prices. Yesterday, some parcels of Virginia yellow were sold at 65 cts. and a few lots of mixed at 64 cts. The fair quotation for good white is 65 cts. and yellow 66 cts., holders firm. We hear of no transactions in Rye—the last sale was at 74 cts. Sales of Maryland Oats, yesterday at 38 a 40 bts. A lot of 900 bushels heavy Susquehanna, afloat, brought 44 cents.

WHISKEY.—There is no change in the price of this article since our last. Sales of Susquehanna copper distilled hhds. were made yesterday and to day at 29 1-2 cents, and of bbls. at 31 1-2 cents, demand fair. The wagon price of bbls. is 27 cents, exclusive of the barrel, and the store price 31 a 32 cts.

Sales at the N. Y. Stock, Board, April 29.—161 shares U. S. Bank, 111 1-8 a 111 1-2

MARRIED,

On the 1st inst., by Rev. A. Brunson, Mr. ISAAC C. KAUFFMAN to Miss SARAH ANN MAGILL, of this city.

DIED,

At Philadelphia, on the 1st inst. Dr. JAMES A. LOWRIE, of this city, in the twenty third year of his age.

NEW WORKS.

BOOK OF BEAUTY, comprising a Collection of Tales, Poems, &c.: By L. E. L. 2. Travels and Researches, by Alexander Von Humboldt, being No. 54 of Harper's Family Library. Just received and for sale by

JOHN I. KAY & CO.,
May 7.—2t. 44, Market street.

FRESH FAMILY FLOUR.

JUST received, an additional supply of Nold's Superior FAMILY FLOUR—for sale by

ABISHAI WAY,
May 7.—w6t. No. 47, Market street.

UNION CANAL LOTTERY

OF PENNSYLVANIA.

CLASS No. 10, for 1833, to be drawn in Philadelphia, on SATURDAY, 18th of May, 1833: Yates & M'Intyre, Managers. 66 Number Lottery: Ten Drawn Ballots.

SCHEME.

1 prize of	$30,000	$30,000
1	10,000	20,000
1	5,000	5,000
1	4,000	4000
1	3,704	3,704
30	1,000	30,000
30	500	15,000
55	200	11,000
56	100	5,600
56	70	3,920
56	60	3,360
56	50	2,800
112	40	4,480
2184	24	52,416
15400	12	184,800
45790 tickets.		$366,080

Tickets, $10—Shares in proportion.

Orders from abroad, enclosing cash or prize tickets in former lotteries, will be promptly attended to.

When five dollars or more is sent for tickets, postage need not be paid.

Packages of wholes and shares prepared, and will be sold by certificate or otherwise.

The REGISTER, containing an official statement of the drawing, will be forwarded to each adventurer. Cash paid for prizes on presentation.

Apply to or address

GEORGE A. COOK,
Agent for Yates & M'Intyre, No. 68 Wood street.

Where was sold, a few weeks since, the splendid capital prize of SIXTY THOUSAND DOLLARS; and where has been sold and paid Prizes amounting to upwards of ONE MILLION OF DOLLARS!!

May 7, 1833.

Sign and Fancy Painting.

THE subscriber respectfully informs the public that he has commenced the SIGN, PICTURE, and FANCY PAINTING, in the 3d story, at the corner of Liberty and St. Clair streets, (above his father's Store) where he will promptly execute Sign, Picture, or Ornamental

JOHN BLAIR,

Furrier & Cap Manufacturer,

NO. 136 LIBERTY STREET,

RESPECTFULLY informs his friends and the public, that he has commenced the above Business, in the house formerly occupied by Wm. Morgan, Hatter, next door to W. Closey's Shoe Store, a few doors from the corner of St. Clair street, where he is manufacturing all descriptions of *Men's & Youths' Cloth, Leather, and Fur*

CAPS

Of the latest Fashions, suitable for this season of the year; made of the best materials; well adapted for merchants and others, and sold cheaper than any establishment in the United States, and forwarded to all parts of the country.

He has at present on hand a Large Supply of

Men's	Boys'
Lustre Seal Caps;	Russian Octagon Tops;
Sea Otter do	English Flush do
Black Hair Seal do	American Opera do
Brown do. do	Belgian Signet do
Gray do. do	Jackson Patent do
Cloth.	*English Turbans,*
German Swag Tops;	Of Lustre Seal;
French Tiara do	Chinchilla;
English Baloon do	Cloth, Velvet;
American Rifle do	French Merino, &c.

Leather Opera, Round & Octagon, of various shapes.

N. B. Will receive, in a few days, a large assortment of Furs, viz: Pelerines, Cloak Collars.

December 4.—1y

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25 HHDS. N. O. Sugar;
30 bbls. Molasses;
75 Bales Tennessee & Alabama Cotton;
200 bbls. Loaf Sugar;
40 do. Tar;
12 bbls. Sweet Malaga Wine;
1200 Tennessee Blooms;

In store, and for sale, by
RIDDLE, FORSYTH & Co.

Dec. 25.—tf.

REMOVAL.

TASSEY & CHURCH

HAVE Removed to the extensive Ware-Houses, Numbers 108 and 110, Second, between Wood and Smithfield streets, lately occupied by Messrs. Cochran & Irwin, where they intend keeping constantly on hands, a full supply of all articles in the

GROCERY LINE,

TOGETHER WITH AN ASSORTMENT OF

JUNIATA IRON AND NAILS, COPPER, TIN PLATE, AND WIRE.

Feb. 12, 1833.—tf

TO LET,

THE Large Rooms in the brick building on the south west corner of Market and Fourth streets, occupied by the Pennsylvania Museum; immediate possession given. Enquire at the Museum. Feb. 5.

FOR SALE,

THE MANSION HOUSE of the late Alexander Johnston, Jr., Esquire, deceased, now in the tenure of S. Colwell, Esquire.

WILLIAM HAYS, } *Ex'rs.*
JOHN SNYDER, }

Jan. 4, 1833.—tf

CANVASSED HAMS.

JUST received, in superior order, 1000 CANVASSED HAMS—for sale by
JAMES ADAMS, Jr. & Co.,

Nov. 13—tf Water street.

TO LET,

THE two Three Story Brick Houses, near the South East corner of the Diamond, now occupied by Samuel Cooper and Henry Stanford.

ALSO,

Five Rooms over the Stores at the corner of the Diamond and Market street, suitable for lawyers' offices. Enquire of
JAMES B. IRWIN.

December 28—tf

JOHN D. MAHON,

Attorney and Counsellor at Law,

FROM CARLISLE, Pa.

HAVING removed to Pittsburgh, will attend to the business of his Profession, in the several Courts of Allegheny and the adjacent Counties. ☞ Office, No. 44 Fourth street, near Market. Pittsburgh, Nov. 6.—tf

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Book and Stationery Store.

M. P. O'HERN,

HAVING purchased the entire Stock of CRAMER & SPEAR, in the *Bookselling and Book Binding* business, will continue at the old stand, No. 54, Franklin Head, Wood Street, where orders for every variety of Book and Job Printing and Book binding will be received and executed with neatness and despatch.

On hand a large assortment of School, Chap, and Miscellaneous Books; also, Stationery in all its variety.

Country Merchants are respectfully invited to call and examine for themselves. ☞Rags taken in exchange for Books and Paper.

N. B. *Steam Boat Books and Merchants' Account Books* Bound and Ruled to any given pattern, on the shortest notice.

Pittsburgh, Dec. 11, 1832.

☞The Subscribers very respectfully recommend the Patronage of their former Customers to their Successor, M. P. O'Hern, at their old stand, Wood street.

CRAMER & SPEAR.

Pittsburgh, Dec. 11, 1832.—6m.

DOMESTIC CLOTH HALL,

No. 72 Wood Street, Pittsburgh.

HAMILTON STEWART,

MANUFACTURER OF

Linen and Cotton Goods,

WHICH he offers for sale at eastern manufacturers' prices, without any addition of carriage, at 3, 4, or 6 months acceptances.

N. B.—Five per cent. discount on all orders exceeding $100. march 19—tf.

FOR SALE.

THE interest of the late M. S. Mason in the Pennsylvania Rolling Mill, (being one third of the concern) is offered for sale on advantageous terms.

It is believed that the investment will prove a safe and profitable one. Terms of payment will be made easy. For further information, apply to
RIDDLE, FORSYTH & Co., or
JAMES RIDDLE.

Dec. 25.—tf.

The American Plough Boy.

THIS is a small agricultural paper, designed more particularly for those who do not choose to take a more expensive work, and yet are desirous to understand how others manage agricultural affairs. It will in a measure be confined to giving details of the *practical operations* of practical farmers, rather than the speculations of the more scientific. It will draw considerably upon the columns of the New York Farmer and American Gardener's Magazine, as well as other agricultural publications. It will also give many interesting items of news, and occurrences of the day, and devote one page out of four to advertisements, if required.

Terms, $1 50 per annum, in advance, to *single* subscribers; or twelve copies will be sent for $15, if paid in *advance*. All communications for the *American Plough Boy* may be addressed to the Proprietor, D. K. MINOR.

NOTICE

IS hereby given to the creditors of Jacob Hanson, late auctioneer, of this city, that the Assignees have declared a second dividend of 5½ per cent. in favor of his creditors that have signed a release.

GEO. BOGGS, } ASSIGNEES.
N. HOLMES, }

April 26—3t*

BUILDING LOTS FOR SALE

IN ALLEGHENY TOWN.

THE Subscriber wishes to sell a number of building lots, handsomly situated, being bounded by Ohio street, Sandusky street, and Gay alley.

The terms of payment will be made known, and a plan of the lots shown to any person, on application to the subscriber, living in Allegheny town, or to Mr. John Irwin, at his Rope Warehouse, corner of Liberty and Fourth streets, in Pittsburgh. ALEXANDER SEMPLE.

Pittsburgh, April 20, 1832.—tf

NOTICE.—*John Hannen* has taken his son-in law, *John E. Park*, into partnership with him in the Drug business, and in the manufacturing of white lead; and all their transactions will be done under the firm of JOHN HANNEN & CO. All persons indebted to John Hannen, are required to make payment without delay.

January 21.

TO RENT,

THE Two Three Story Brick Stores, erected by the subscriber, in Wood street, on Sturgeon's Lots. Possession given on the first of April. Apply to GEORGE A. COOK.

March 22. No. 68, Wood street, Pittsburgh.

A THERMOMETER, made by Fisher, Philadelphia, was taken from the door cheek of the subscriber, on Sunday evening, between dark and nine o'clock. The thief will probably endeavor to exchange it for cash. Information relating to either is requested.

JAMES R. SPEER.
No. 130 Wood street.

Jan. 22, 1833.

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11 BALES SPANISH MOSS—Just received and for sale low, by
GEO. COCHRAN, of R'd,

January 29, 1833. No. 26 Wood street.

WANTED,

A STEAM ENGINE, of from 3 to 5 horse power. Enquire at
S. J. SYLVESTER'S.

March 19.

FOR THE CURE OF THE TOOTH-ACHE.—The subscribers, having united in the purchase of all Dr. Thomas White's right, (as expressed in his Letters Patent, obtained of the United States, on the 29th July, 1829,) to make and sell the said White's Celebrated Tooth-Ache Drops, in the county of Allegheny, are prepared to supply the city and county with any quantity of said Drops, and warrant them *genuine*.—Sold at Retail, by E. HALE, Surgeon Dentist, at his office, No 70 Fourth street; Wholesale, by JOHN HANNEN & Co., corner of Market and Liberty streets, Pittsburgh.

E. HALE, Dentist,
J. HANNEN, Druggist.

☞ The subscriber, in his practice as a Dentist, having successfully and to a considerable extent used "Doctor T. White's Vegetable Tooth Ache Drops," can recommend them, when *genuine*, as superior to any other remedy now in use. If obtained of the subscriber, a *cure is guarantied*.

A certificate of the Patentee may be seen at the office of the subscriber, No. 70 Fourth street, near Wood; where all Dental operations will be performed to the satisfaction of the patient, or no charges required.

E. HALE, Surgeon Dentist.

April 15—tf

GEORGE COCHRAN, OF R'D,

WILL be prepared to receive Consignments of American Manufactures and Produce, at the Domestic Warehouse, No. 26, Wood street. He intends transacting a GENERAL COMMISSION BUSINESS, and will use his best exertions to render his establishment useful to the Merchant, Manufacturer, and others, who favor him with their business. He will be constantly supplied with a general assortment of DOMESTIC GOODS, at Wholesale, on the most favorable terms.

☞ The partnership of COCHRAN & IRWIN was dissolved on the 1st instant, by mutual consent.

Pittsburgh, January 11, 1833.—tf

GLASS WARE.

BAKEWELLS AND ANDERSON inform their friends and the public, that they have made a reduction in the prices of their Glassware, and have now on hand a complete assortment of Plain, Cut, and Prest Glass of every description.

Also—Plain, Cut, and Prest Bureau Knobs, and a variety of Japan, Britannia, and Plated Castor Frames—received direct from the manufactories.

BAKEWELLS & ANDERSON.

Pittsburgh, Feb. 5, 1833.—3m.

ALEXANDER & RUFUS, a Treatise on Church Government, by the late Dr. Anderson—only Edition in the United States—for sale by M. P. O'HERN.

Pittsburgh, Dec. 11, 1832.—6m.

NEW COACH

MANUFACTORY.

THE Subscribers, still being associated, inform the Public, that they have enlarged their COACH MANUFACTORY, and will execute all Orders in their line, with promptness, and *in eastern style*. Having none but first rate Mechanics, and a good assortment of Coach Materials, they can furnish, at a short notice,

Post Coaches, Coachees, Barouches, Chariotees, Cariolees, Gigs, Sulkeys, Dearborns, &c. &c.

☞ REPAIRING done with dispatch.

JOHN HISE.
SAM'L. C. COLE.

☞ New and Second Hand Carriages and Gigs, always on hand, for sale or barter.

November 23.—tf

NEW INVENTION.

Faber's Patent Clover Mill.

GEORGE FABER, of Chambersburgh, and Edward Faber, of the city of Pittsburgh, having obtained Letters Patent for a Machine for Hulling and Cleaning Clover Seed, White Caps and Smut from Wheat, &c., are now prepared to sell Machines, or Counties' and States' Rights to make, vend or use them. Persons feeling disposed to avail themselves of this useful invention, can see a Machine in operation, and obtain all necessary information concerning it, by applying at the Machine Card Manufactory of Geo. Faber & Sons, No. 116, Wood street, Pittsburgh, or to George Faber, Chambersburgh, Pa.

Mills constructed agreeably to this invention, may be worked by manual labor, and will hull without any injury to the seed. A Wind Mill may be attached to the Clover Mill, so that all kinds of grain may be cleaned.

Letters on the subject, addressed as above, will meet immediate attention.

Pittsburgh, Nov. 9, 1832.—tf.

New Hardware Store,

NO 66, WOOD STREET

PITTSBURGH.

LOGAN & KENNEDY, having just received an extensive assortment of Hardware, Cutlery, Saddlery, &c., respectfully invite the attention of Merchants, Mechanics, and others.

Also, a well selected assortment of *Union Factory* bench and moulding Planes.

Feb. 21, 1832.—tf

FOR SALE.

A NUMBER of valuable BUILDING LOTS in the vicinity of this city, part of the estate of Dr. George Stevenson, late of Wilmington, (Del.) deceased. For terms apply to the subscribers.

W. M'KNIGHT,
HARMAR DENNY,
J. SNYDER,

Pittsburgh, Nov. 3, 1829—tf. *Executors.*

A FEW Copies of the old Edition of the Dictionary of the Bible, published by Cramer & Spear—*Brown's Notes*, complete in two vols. For sale low, by M. P. O'HERN,
Franklin Head, Wood street.

Pittsburgh, Dec. 11, 1832.—6m.

CIRCULAR.

THE undersigned, late of the firm of Cochran & Irwin, having purchased the interest of Messrs. Dobbin & Irwin, and taken the house lately occupied by them, corner of Market and Water streets, is now prepared to transact a

General Commission and Forwarding Business.

All consignments, or orders, addressed to him, will meet with prompt attention, and every exertion will be made to promote the interest and secure the confidence of those who may entrust him with business.

A good assortment of *Pittsburgh Manufactured Articles*, at Manufacturers' prices, always on hand. JAMES IRWIN.

Pittsburgh, February 1, 1833.—tf

We take pleasure in recommending to our friends and customers, our successor, Mr. James Irwin, to whom we have sold our interest, and transferred our business. From our long acquaintance with Mr. Irwin, and entire confidence in his integrity and ability, we are well assured that he will give general satisfaction.

HAMILTON R. DOBBIN,
JAMES S. IRWIN.

Pittsburgh, Feb. 1, 1833.

NOTICE.

THE CO-PARTNERSHIP heretofore existing under the firm of *Towne & Gazzam*, is this day dissolved by mutual consent; those indebted are requested to make payment to A. H. Gazzam, who is authorised to settle the business of the firm, and those having claims will present the same to him for adjustment and payment.

JOHN TOWNE.

Mobile, may 15, 1831. [June 3.—tf.]

FIRE AND MARINE INSURANCE CO. of Wheeling.

THE Fire and Marine Insurance Company of Wheeling, incorporated by the Legislature of Virginia, is duly organised and prepared to take both Fire and Marine risks on the customary terms. Officers for the current year:

JAMES H. FORSYTH, *President.*

Moses W. Chapline,	George Dulty,
Marcus Wilson,	Henry Moore,
William Lambdin,	Thomas Hughes,
William B. Tyson,	Ebenezer Zane,

Directors.

M. Nelson, *Sec'y.* Jan. 17.—tf.

CITY AUCTION ROOM,

NO. 41 WOOD STREET,

Opposite the Pittsburgh Hotel.

P. M'KENNA, *Auctioneer*, respectfully informs his friends and the public, that he is now prepared, at the above establishment, to discharge the duties of his office, and hopes, by strict attention to business, to merit a share of public patronage. ☞Regular days of Public Sales, every MONDAY and THURSDAY, at 10, A. M. and 2. P. M.; and Evening Sales on TUESDAY and FRIDAY of each week.

Pittsburgh, November 5, 1830 tf.

MILL AND CROSS-CUT SAWS.

THE Subscriber has the satisfaction to say to the public, and his friends, that he has connected with his other business, the manufactury of Mill and Cross Cut Saws; and can furnish supplies to merchants and others: he believes them to be equal to any ever used in the western country—the experience of the workmen employed, with the known good qualities of the steel, justifies him in warranting the article to any who may be disposed to patronize western industry.

Z. PACKARD.

Northern Liberties, Pittsburgh, } tf
December 9, 1831. }

The undersigned, agent for the Point Saw Mill, in Pittsburgh, takes pleasure in saying, that the Mill Saws, made by Z. Packard, and which are now in use, in his mill, are equal, if not superior, to any he has ever used.

ISAAC WICKERSHAM, Ag't.

Pittsburgh, Dec. 21, 1831.

FOR SALE—A number of Shares of Stock in the Navigation and Fire Insurance Company of Pittsburgh.

Apply to GEORGE A. COOK, Broker, No. 68 Wood street, Pittsburgh. June 19.

REMOVAL.

S. J. SYLVESTER takes this opportunity to return his acknowledgments to his customers for their very liberal support, and asks a continuance of their custom, at his new stand, on the corner of Wood and Third streets, recently occupied by Messrs. Holdship & Son, who have declined the Book Business in his favor. To the customers of Messrs. Holdship, he would say that an extensive assortment of every article in the Book and Stationery Business will be found at his store, at the lowest possible rates.

☞ Country Merchants will find a more extensive assortment of Books than in any other establishment, and at lower prices than at any other store in the western country, on the most liberal terms. S. J. SYLVESTER,

Corner of Wood and Third streets, Pittsburgh.

April 2, 1833.

Storage, Forwarding, and Commission WAREHOUSE.

THE SUBSCRIBERS respectfully inform Merchants, Iron-masters, Salt Manufacturers, and the public in general, that they have commenced the above business, in the new and extensive brick house two doors below the bridge, where they will Receive and Forward GOODS, IRON, SALT, &c. destined for the West by the Pennsylvania Canal, and for the East, by the Northern Turnpike. By strict attention to business, they hope to merit and receive a share of public favors. Charges for Forwarding and Commission will be moderate.

JAMES SPEER,
MARK GRAHAM.

Blairsville, Oct. 27—tf.

REMOVAL.

DOCTOR E. C. S. SUGG,

SURGEON AND ACCOUCHEUR,

(From London, and recently of Baltimore,)

HAS Removed from his residence in Irwin street, to No. 57 Liberty street, corner of Virgin alley, *(the house lately occupied by Doctor J. S. Irwin,)* where he continues the practice of his profession, in all its various branches. Dr. S. will keep for sale a choice assortment of DRUGS, MEDICINES, DYE-STUFFS, PAINTS, &c. Also, Family Medicines of his own compounding and selection. April 22—tf

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OFFICE

FOR THE PURCHASE AND SALE OF GOLD, SILVER, AND NOTES.

WANTED, AT HIGH PREMIUMS,

American Gold,	Guineas,
Sovereigns,	Ducats,
Doubloons,	Napoleons,
Guilders,	Len Thalers,
Louisd'ors,	Johannes.

Every description of Bank Note Paper discounted at the lowest rates:

Drafts and Notes of hand collected:

Interest allowed on Special Deposits.

Certificates issued payable in 30, 60, or 70 days after date, with interest.

GEORGE A. COOK,
Oct. 23 Exchange Broker.

Rare opportunity, and Great Bargain!

PRINCIPALS of Colleges, Seminaries, and Scientific Gentlemen are informed, that for the small sum of $25, a *Planetarium or Orrery*, of a large size, may be purchased. It correctly represents the annual motions of the planets Mercury, Venus, the Earth, Mars, Jupiter, Saturn, and their moons, around the Sun. Diameter of Saturn's orbit, nearly 5 feet. The planets from a half an inch to 6 inches in diameter. The wheels and sockets of the Machinery made of solid brass castings. It appears to be the only machine of the kind in Western Pennsylvania, and cost the maker 100 dollars. Enquire at S. Holden's tavern, Fifth street, between Market and Wood streets.

February 1.

NOTICE.

CHRIS'R MAGEE having taken his nephew, C. L. MAGEE, into partnership, the public are respectfully informed that the business heretofore conducted by him will be continued under the firm of C. & C. L. MAGEE, at the old stand, No. 40 Market street, between Second and Third streets, where they will keep a constant supply of HATS, of the first rate workmanship, and of the newest fashion, which they will dispose of on the most reasonable terms.

CHRIS'R MAGEE,
C. L. MAGEE.

Pittsburgh, may 10, 1831—tf

E. HALE,

SURGEON DENTIST,

HAS removed to the house lately occupied by Mr. Saml. P. Darlington, No. 71 in Fourth street, next door to the corner of Wood st. where he will be happy to wait upon those who may require his professional services, in all its various branches.

N. B.—For sale, a superior Tooth Powder. Also, J. White's Tooth Ache Drops.

March 10, 1832.—tf

NOTICE.

ALL persons indebted to the estate of James Sample, Esq., late of Ross township, deceased, are requested to make payment to the subscribers, and all creditors are requested to present their claims to the subscribers.

FOR SALE,

A TRACT OF LAND, situated on the Allegheny river and Pennsylvania canal, three miles above Pittsburgh, containing two hundred acres, one hundred of which are cleared and in good order, on which are a good barn and orchard.

The Docket of the deceased is placed in the hands of Thomas Sample, Esq. of Allegheny.

THOMAS SAMPLE, } *Ex'rs.*
WILLIAM SAMPLE, }

Feb. 28, 1832.—tf

NOTICE.

THE SUBSCRIBERS, having disposed of their interest in the house of Riddle, Forsyth & Co. retired from the concern on the 7th instant. The transactions of the house are continued as heretofore under the firm of

RIDDLE, FORSYTH & CO.

Mr. Jacob Forsyth, late of Louisville, and Mr. Robert M. Riddle, of this city, succeed us in the active management of the concern, and will devote their whole attention to its business. We have entire confidence in the ability and disposition of our successors to promote the interest of their correspondents, and would therefore recommend them as deserving the continued support and favor of our friends.

JOHN S. RIDDLE,
JOHN D. BAIRD.

Pittsburgh, Jan. 18, 1831.

PUBLIC NOTICE IS HEREBY GIVEN That the Notes, Book Accounts, and all other property of Rebert Patterson and J. H Lambdin, late Stationers and Paper Manufacturers, trading under the firm of R. Patterson & Lambdin, have been assigned to the subscribers this day, for the benefit of creditors.

HENRY HOLDSHIP,
C. ANSHUTZ,
MARTIN RAHM.

Pittsburgh, Sept. 22, 1823—tf

DOCTOR ROBERT'S

☞*WELCH MEDICAMENTUM.*☜

FOR the cure of Dyspepsia, Liver Complaints, Jaundice, Cholic, Fever and Ague, Dysentery, Headach, Loss of Appetite, Flatulence, Hypochondria, Hysterics, Dropsical Complaints, and Heartburn. It also prevents all Bilious disorders, and removes habitual Costiveness, Asthma, Strangury, Gravel, Rheumatism, Gout, and Impurities of the Blood.

A person who uses this Medicamentum will not require the use of the lancet, or any means of the healing art. It restores and revives the animal spirits, invigorates the system, removes nervous tremors, obtunds rheumatic and antihitic pains, and prevents their return. It cleanses the stomach of all morbid humors, which cause indigestion, acidities, headach, and lowness of spirits; cures all bilious disorders, and all cholics of the stomach and bowels, almost immediately; inspires cheerfulness; gives comfort to the dropsical; takes away palpitation of the heart; gives circulation to the blood; restores bloom to the sallow or sickly cheek, and plumpness to the meagre habit; purges without pain, and banishes all cause of fever of every kind. It acts on the stomach, that great reservoir of the human system, a diseased state of which causes all diseases. No alteration in the usual habits of life is required, but the abstaining from distilled ardent spirits.

CERTIFICATE,

From Rev. Derick Lansing, D. D., Pastor of the Second Presbyterian Church in Utica.

UTICA, Jan. 6, 1830.

To Dr. Hitchcock.—Dear Sir: I have always been one of the number of those who have placed little confidence in *nostrums* or *specifics*, and for this reason, although I saw your advertisement of the Welch Medicamentum, I could not bring my mind to consent to use it. My sufferings, from indigestion, during the past summer, were so severe, as materially to affect my comfort, and my capacity for usefulness. I have reason to thank you, sir, that, on hearing of the state of my health, you kindly sent me your Medicamentum. I have taken it faithfully, and with entire success. I have not been visited with one of those turns of distress, which before were weekly periodical, since I began to take your valuable medicine. Could I receive the same relief which I have hitherto experienced, on condition of taking it for life, I should cheerfully comply with such condition. Your's, very truly, D. C. LANSING.

☞Sold by THOMPSON & MILLER, at their Drug Warehouse, No. 81 Wood street, Pittsburgh. Nov. 26 tf.

Receiving & Forwarding House,

NEW ORLEANS

THE SUBSCRIBER begs leave to inform his friends and the public, that he has established himself in NEW ORLEANS, for the purpose of attending exclusively to the Receiving and Forwarding of Merchandise; and feels confident, from his experience in business, and determination of adopting well regulated and moderate charges, of giving satisfaction to those who may entrust their business to his care. WM. BUCHANAN.

Refer to Messrs. Allen & Grant, Riddle, Forsyth & Co., or M'Kee, Clarke & Co. Pittsburgh.

October 26, 1830—tf.

GEO. W. CARPENTER'S

COMPOUND SYRUP OF LIVERWORT,

A SAFE and Valuable Medicine for Coughs, Spitting of Blood, Consumption, and Liver Complaints.

Most of the medicines made use of for the above diseases are of a stimulating nature, composed generally of Resins and Balsams, in alcoholic solutions, which, although sometimes giving temporary relief, in almost every instance where they are freely used, aggravate the disease, and reduce the strength of the patient.

This article possesses superior advantages over these preparations, its action being of a tonic, invigorating and strengthening nature, thus overcoming the disease by promoting expectoration, and gradually increasing the strength of the patient, and thus, without being attended with any unpleasant effects: it also agrees with the stomach, in all cases, and is a pleasant medicine to take.

Sold by
H. P. SCHWARTZ & Co.
No. 42 Market Street.

Dec. 4, 1832.—tf

THOMAS ANDERSON & CO.

Auctioneers and Commission Merchants,

LOUISVILLE, KY.

Refer to M'KEE, CLARKE & Co. } Pittsburgh.
JAS. ADAMS, Jr. & Co. }
HAMILTON STEWART, }

STORAGE & FORWARDING.—Thomas Anderson & Co. have extensive warehouses, and are prepared to Receive and Forward Merchandise, in any direction required

may 14, 1830.—tf.

BRITISH LUSTRE,

For Polishing Stoves & Grates.

THIS LUSTRE, with a little rubbing, will produce a brilliancy highly ornamental; and, when once obtained, may be easily preserved.

For sale by H. P. SCHWARTZ & Co.
March 22.—tf No. 42 Market street.

BAIRD & BALDWIN.

Shipping and Commission Merchants,

LOUISVILLE, KY.

NO. 7 COMMERCIAL ROW.

☞*Refer to*—

ALLEN & GRANT, *Pittsburgh.*
C. MACALLISTER, Jr. & Co., *Cincinnati.*
A. G. JAUDON & Co., *or*
MACALLISTER & YORK, *Philadelphia.*
WHITALL, JAUDON & Co., *or*
YORK, MACALLISTER & Co., *New Orleans.*

July 10, 1832.—tf

NOTICE.

THE Copartnership heretofore existing under the firm of Thompson & Miller, is this day dissolved by mutual consent. All persons indebted to said firm are requested to make immediate payment, and those having claims will present the same for settlement.

ROBERT THOMPSON,
THOMAS MILLER.

Jan. 1st, 1833.

The business will be continued, in future, by Robert Thompson & John Scott, Jr., under the firm of

THOMPSON & SCOTT,

At the old stand, No. 81 Wood, between Fourth street and Diamond alley, where will be constantly kept a general and choice assortment of Drugs, Medicines, Patent Medicines, Perfumery, Paints, Oils, Varnishes, Dye Stuffs, &c. &c.

☞The subscriber, on retiring from the above firm of Thompson & Miller, takes pleasure in recommending his successors, Thompson & Scott, to the patronage of the old customers, and the public generally.

THOMAS MILLER.

Feb. 19, 1833.—tf.

ANTI-DYSPEPTIC ELIXER.

ONE of the most agreeable and efficacious Medicines ever discovered for the permanent cure of those chronic states of derangement of the stomach, constituting that miserable disease called Dyspepsia.

The basis of this Elixer is vegetables, and perfectly innocent in its operation; it destroys that sour state of the stomach, the instant it is taken, and stops the morbid secretion, by giving strength to the muscular fibre of that important organ, by which means the peristaltic motion of the intestines is increased, and the costiveness obviated; a new action is given to the system, which puts an end to a train of distressing nervous sensations.

Another form of the disease in which the Elixer is admirably calculated to relieve, is the decline of fever, where the stomach will not bear the ordinary strengthening medicines indicated in such cases, it has the surprising effect of giving vigor, and restoring the natural secretions of the body, without increasing the febrile state. Not the least danger is to be apprehended from exposure to cold, while under the use of this medicine, nor will it interrupt necessary employment of the patient a single hour.

☞A number of cases of cures performed by the Anti-Dyspeptic Elixer in the vicinity of Pittsburgh can be given.

For sale by H. P. SCHWARTZ & Co., No. 42 Market street. August 24, 1832.—tf

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AMERICAN RAILROAD JOURNAL

AND Advocate of Internal Improvement—Vol. 2d.—This Journal was commenced on the 1st of Jan. 1832, with a single subscriber. It has now just commenced its second volume, with near one thousand subscribers, scattered in every state in the Union. It was first devoted to the subject of Railroads, Internal Improvements and news of the day; but it now embraces, in addition to the above, a department for Agriculture, and another for the mechanic Arts, wherein will be found an account of most new Inventions. Such, indeed, has been the encouragement held out, that the publisher is induced to extend its usefulness by making it, not only a journal of the progress of Internal Improvements by means of Railroads, Canals, and Steam Carriages, in our own country and in Europe, but also by making it a journal of mechanical improvements and inventions, and thereby collecting a greater variety of useful information, relating to such subjects, into a smaller compass, and at a less cost, than can be found in any other publication now, before the public.—Arrangements have been made to give engravings or illustrations of such new inventions as may be deemed important to the community. The American Railroad Journal and Advocate of Internal improvements, will also contain much interesting and useful literary and news reading, with such public documents as may be deemed worth recording for future reference. It will also contain Meteorological Tables, kept at Montreal, L. C., New York city, Charleston, S. C. together with others kept at intermediate places. We have also the promise of one kept at Red River, in Louisiana; also Prices of Stocks, Sales of Real Estate, Prices Current and Bank Note List, &c. &c.

Terms, Three Dollars per annum, in advance, and will not be sent without.

The first volume may be had either in sheets or bound; and the second volume will be forwarded by numbers, as they are issued, to any part of the United States. Price of binding, 50 cents, 75 cts. or $1, according to the quality.

Published at No. 35 Wall street, New York, by
D. K. MINOR.

Valuable Real Estate in the Market.

FOR SALE,

TWENTY-TWO LOTS, handsomely situated on Grant's hill, in Hoge's extension, near the tunnnel.

Upwards of forty lots in the village of Lawrenceville.

A number of valuable lots situate on the Monongahela river, and on either side of the extension of Second street, adjacent to the city.

Two valuable tracts of land, situate about 7 miles from Pittsburgh, near the Washington Turnpike Road and Chartier's creek.

The lot of ground, in Pittsburgh, on which the old banking-house now stands. Terms of payment will be made easy. Apply to

A. BRACKENRIDGE.

April 6.—tf At the Office B. U. S.

Lots for Sale or Lease.

THE Subscriber offers for sale, on accommodating terms, a few Lots of Ground, containing about Ten Acres each.

Also, for Rent, from the 1st of April next, Thirty Acres of Land, well watered, and enclosed with board fence, having thereon a good Brick Dwelling House, with suitable offices—all of which is handsomely situated near East Liberty—5 miles from the city.

☞For terms, and further particulars, apply to the proprietor, No. 194 Liberty street, Pittsburgh.

JAMES LAUGHLIN.

December 7, 1832.—tf

Kensington Rolling Mill.

S. & R. LEONARD have associated with them A. M'N. SEMPLE. The business in future will be conducted under the firm of LEONARD, SEMPLE & LEONARD; at the above place, on the Monongahela River, above Suke's Run.

The agency of W. H. Hays is discontinued.

LEONARD, SEMPLE & LEONARD intend making and constantly keeping on hand the following kinds of IRON, of the neatest and best quality, which they offer on accommodating terms:

1d. 2d. 3d. 4d. 5d. 6d. 8d. and 10d. Hoop,
Round and Square, from 1-4 in. to 3, in.
Nail, Chain, Deck, and Spike Rods,
Tire and Flat Iron.—all sizes.

Pittsburgh, may 21, 1829—tf.

TO LET,

THE HOUSE in Wood street, near Fourth, now occupied by J. & J. Patterson. Possession given on the first of April. Enquire of WM. HAYS.

Jan. 25, 1833.—tf

Machine Card Factory.

GEORGE FABER & SONS respectfully inform the public that they have in operation, at their factory, No. 116 Wood street, a number of Sticking Machines, which enable them to supply, with promptitude, to any extent, orders for Cards of every description—Cotton and Woollen Manufacturers, and Carding Machine builders, will be accommodated on reasonable terms, with a very superior quality, equal to any manufactured in the United States.

The Public are most respectfully referred to the following certificates.

Gentlemen—We are in receipt of your letter o. 18th inst., and in reply, have to say that all the Cards purchased by us from your concern, has upon trial, proved to be good; we incline to the opinion that they are superior to any we have bought east of the mountains. Very respectfully,

MOORES & WILSON,
Point Cotton Factory, Wheeling, Va.

To Messrs. G. Faber & Sons, Pittsburgh.

Nov. 21, 1831.

We have had in use, for some time, the Machine Cards manufactured by Messrs. George Faber & Sons, of Pittsburgh, and have no hesitation in pronouncing them equal to any Cards heretofore made use of in our establishment.

JAMES ARTHURS & BROTHERS.

The undersigned have been using, for the last six months, Cards manufactured by G. Faber & Sons, of Pittsburgh, and unhesitatingly say, they are the best they ever worked: they recommend manufacturers to give them a trial for themselves, and believe they will not be disappointed in their quality.

THORNILEY & TOWNSEND.

Fallston, Nov. 22, 1831.

The Card Clothing manufactured by Messrs. George Faber & Sons, which we have in use in our establishment, (the Hope Cotton Factory,) has given the greatest satisfaction, and we feel justifiable in recommending them to others.

SHOENBERGER, WRENSHALL & Co.

The Machine Cards, manufactured by Messrs. George Faber & Sons, Pittsburgh, some of which are in use in the manufactories at Economy, Beaver county, Pa., have given entire satisfaction. I therefore have no hesitation in recommending them to the patronage of the manufacturers generally. Yours, respectfully,

FREDERICK RAPP.

December 30—tf

CO-PARTNERSHIP.—*John S. Riddle*, (late of the house of Riddle, Forsyth & Co. Pittsburgh,) has formed a connexion with *Washington Jackson*, of Philadelphia. The house will be conducted under the firm of

Washington Jackson & Riddle,

No. 20, South Front street,

PHILADELPHIA.

They will make purchases and effect sales for foreign accounts, and will be pleased to receive consignments of the staples and produce of the west, making liberal advances on all goods addressed to them for sale. January 18—tf

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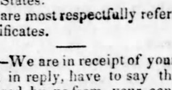
To Baltimore and Philadelphia

TRAVELLERS.



THE LINE OF STAGES between Chambersburgh and Baltimore, on the Somerset and Mountpleasant route, has been doubled, and now runs DAILY, (Mondays excepted,) leaving Chambersburgh *at day-light* in the morning, and arriving in Baltimore, early the same evening.

Passengers reach Philadelphia, in this way, the second afternoon, from Chambersburgh, without the loss of any rest; taking the splendid STEAM BOAT LINES, which set out at 6 o'clock in the morning, [via CHESAPEAKE AND DELAWARE CANAL, a work well worth the trip to see.]

REESIDE, Owner.

In all cases where the passengers desire to reach Baltimore in time for the 5 o'clock steam-boat to Philadelphia, they can do so by leaving Chambersburgh at one o'clock in the morning, or immediately after the arrival of the Western Mail Stage. In this way, they arrive in Philadelphia, by eight o'clock the *second morning*, from Chambersburgh.

☞ When a load offers, the stage will run on Mondays. April 23, 1830.—tf.

VALUABLE PROPERTY

FOR SALE.

THE Subscriber offers for sale the farm on which he lives, in Washington county, on Pigeon creek, one mile south of Williamsport, on the Monongahela river, to which there is a perfectly level road. This farm contains near 400 acres, the greater part of which is first rate land. There is on the premises a Brick Dwelling House, a Merchant mill, in good repair, a new saw mill, a stone still house, 35 by 40 feet; a salt works is also in operation, and worked to advantage; about 150 acres of land cleared and under good fence. There is on the premises three small tenements for the accommodation of families. This tract is well timbered, and abounds with stone coal and springs of water, both of the best quality.

To a person wishing to embark in a manufacturing business, and possessing capital, this would be a very desirable situation, having the advantage of both water power from Pigeon creek, and banks of the very best coal near to the works, and easy of access, and its vicinity to so navigable a river, where articles of any kind are so cheaply transported to Pittsburgh.

For further particulars, apply to James P. Stuart, Merchant, Wood street, Pittsburgh, or to the subscriber on the premises.

Dec. 16—tf. ROB'T. M'FARLAND.

PATENT PLANING MACHINE.—The right to use this valuable machine, invented and patented by William Woodworth, and known as Woodworth's Patent Planing Machine, may be obtained on application to the subscriber for the counties of Allegheny, Butler, Beaver, Washington, Green, Fayette, Somerset, Cambria, Indiana, Jefferson, Clearfield, M'Kean, Warren, Venango, Mercer, Crawford, and Erie, in the State of Pennsylvania. That part of Maryland lying west of the Blue Ridge; all that part of Virginia lying west of the Blue Ridge, except the county of Ohio. The whole of the state of Ohio except the counties of Hamilton, Butler, and Montgomery. The whole of the state of Kentucky, except the counties of Jefferson, Boone, Oldham, Gallatin, and Campbell. The whole of Indiana, except the counties of Floyd, Clark, Jefferson, Dearborn, and Switzerland. The whole of the state of Illinois, and the territory of Michigan. Rights to use the machine in that part of the United States, named above, will be sold by the single county or in larger districts. As it is presumed that no one will purchase without seeing the machine at work, a description of it is deemed unnecessary. Should any person, however, wish to purchase, and find it inconvenient to visit the places where it is in operation, a machine will be furnished, warranted to pl